"All the News That's Fit to Print."

The New York Times.

ONE CENT — COPYRIGHTED, 1899, BY THE NEW YORK TIMES COMPANY. — ONE CENT

THE WEATHER. Showers; brisk southerly winds becoming westerly.

VOL. XLVIII..NO. 15,450. NEW YORK, MONDAY, JULY 17, 1899.—10 Pages and Supplement. ONE CENT in Greater New York; Elsewhere, and Jersey City. TWO CENTS.

TO-DAY:

TEN PAGES,

WITH FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, 79¼c.; cash corn, No. 2 mixed, 40¼c; cash cotton, 6 3-16c.

FOREIGN.—The special correspondent of THE TIMES in London cables that Shamrock is ready for her trial race with Britannia to-morrow. The accident which happened during the cup challenger's spin on Saturday was of little consequence. Many Englishmen competent to judge athletic events admit that there is at least doubt of an Oxford-Cambridge victory over the American team. A meeting of the Joint Committee of the Anglo-American teams took place at Brighton yesterday. The utmost good feeling prevailed. The status of Burke and Quinlan was declared to be satisfactory to the English university authorities. Lord Francis Hope, who married May Yohe, will not be permitted by the courts to sell the Hope diamonds. Susan B. Anthony, according to THE TIMES'S correspondent, will not be satisfied until she has secured woman suffrage. She says the foreign element in the United States is a foe to woman. General the Marquis de Gallifet, French Minister of War, has ordered an investigation into the conduct of Gen. de Pellieux in connection with the Dreyfus case. It is expected that Gen. de Pellieux will be dismissed from his official post. M. Paul Déroulède continues his agitation in Paris. He lectured yesterday in the French capital in favor of a plebiscitary republic. Slight disorders occurred in the streets after the dismissal of his hearers. The British steamer Holbein picked up Capt. William A. Andrews, the "Lone Navigator," on July 12. He was exhausted. His little craft, the Doree, was left adrift.—Pages 1, 4, and 7.

Page 1.

Joseph Devlin, a landscape gardener of East Orange, N. J., was choked to death at the breakfast table yesterday by a piece of beefsteak.

M. E. Ingalls, President of the Big Four and Chesapeake and Ohio Railroads, is about to resign from both to become arbitrator for the Pennsylvania, Vanderbilt, and Morgan railroad interests.

Page 3.

It is thought in Chicago that William J. Bryan has cast his fortunes with ex-Gov. Altgeld as against Mayor Harrison.

Mr. Croker's business interests in the automobile are being used as argument against him in the Sixth District by ex-Assemblyman W. A. Walker, the leader of the district, who recently joined the Sheehan forces.

George P. Keeney, President of the Association of National Silver Clubs, is making a tour of this portion of the country. He says there is a decided revolt against Bryan in the South and East. Mr. Keeney believes that ex-Senator Gorman is stronger than he is usually considered.

Page 4.

At the bicycle races at Vailsburg, N. J., yesterday Charles M. Murphy rode an exhibition mile paced by a motor tandem. His time was disappointing.

Three hundred 'longshoremen employed on the Pennsylvania Railroad Company's piers Nos. 27, 28, and 29, North River, struck yesterday for an increase of wages.

Fire in one of the storehouses in the Brooklyn Navy Yard last night destroyed the entire top floor of the building and damaged over a million dollars' worth of sailors' clothing and several hundred thousand dollars' worth of stewards' provisions stored in the building.

A man who claimed to be a Christian Scientist and "divine healer" managed in some unexplained way to get into Bellevue Hospital yesterday. He was selling salve, which he said would cure everything, when he was discovered and ejected. His visit greatly excited some of the patients.

Page 5.

The St. Louis baseball team defeated the New Yorks at Weehawken yesterday by a score of 10 to 2.

Page 7.

A further examination of the books of the Middlesex County Bank, wrecked by Cashier Valentine, was made yesterday. It is announced that the savings institution may resume this week.

A New York and New Haven car transport ran into a rowboat on the Harlem River off One Hundred and Twelfth Street last night. Mrs. G. Sullo, one of the occupants of the boat, was instantly killed by being hit by the prow of the transport. The other occupants were saved.

Page 10.

Coroner Zucca will hold an inquest on Friday in the case of George Stettheimer, who died on July 1, and who, it became known yesterday, committed suicide.

John Davis, who gave his address as 208 Eighth Avenue, and who has been wanted by the police for some time for stealing goods by the wagon load, was held for examination yesterday in the Jefferson Market Police Court.

The new treaties of Japan with the United States and the other principal nations of the world, by which foreigners residing in Japan become subject to the same laws as natives and enjoy the same privileges, go into effect to-day.

May Sullivan, twenty years old, the daughter of P. J. Sullivan, a keeper in Raymond Street Jail, Brooklyn, was arrested yesterday charged with stealing a gold watch from a house where she had sought employment. The girl admitted the theft, and the watch was recovered.

Arrivals at Hotels and Out-of-Town Buyers.—Page 3.
Marine Intelligence and Foreign Mails.—Page 3.
Yesterday's Fires.—Page 3.
Court Calendars.—Page 5.
Weather Report.—Page 3.
Losses by Fire.—Page 3.
Real Estate.—Page 5.
Markets.—Page 5.

GEN. CORBIN AND GEN. ALGER.

Reported that the Secretary Distrusts His Adjutant General.

Special to The New York Times.

WASHINGTON, July 16.—Since the beginning of the attempt by citizens of this country in all parts of it to induce the President to fill the office of Secretary of War with some one else than Gen. Alger, nothing could have exceeded the discretion, loyalty, and industry with which his Adjutant General, Brig. Gen. H. C. Corbin, has discharged the many and arduous duties of his office. When ridicule of and opposition to Alger has been heard at the very door of the War Office, Corbin has gone on making strictly business replies to all censorious remarks, keeping close his knowledge of events, with which he was thoroughly familiar.

But this faithful service, it is ascertained from men who have learned it accidentally, has not been requited with a return of confidence by the Secretary. An army officer who was recently on duty at the department, and who has just passed through this city, declares that he knows that not long ago Secretary Alger upbraided several officers on duty near him, including Gen. Corbin, for feeding the popular outcry against him. This sounds something like the complaint published in the West from Alger that Secretary Gage was urging his resignation, and that he was responsible for the newspaper publications about Alger's alleged forthcoming resignation.

Later on Alger admitted that he had been mistaken in attributing the publication of the reports to his associate in the Cabinet. It is reported that when Mr. Gage heard of Alger's statement concerning himself he remarked that if Alger was stating the truth, it was time for one of the two to get out.

Victim of Lockjaw in Connecticut.

STAMFORD, Conn., July 16.—John Dowd, aged eleven years, son of Thomas Dowd, of Hawthorne Street, died to-day from lockjaw. The boy shot himself in the hand with a blank cartridge pistol July 4. The wound was a small one and no attention was paid to it at the time.

Golden Rod, Bottled at the Brewery, $1.20 per case of 24 bottles. At grocers. Out of town orders promptly attended to. Mail orders or telephone, 164 W'sburgh. *Otto Huber Brewery, Brooklyn.*—Adv.

PLACE FOR M. E. INGALLS

Arbitrator for Pennsylvania, Vanderbilt, and Morgan Interests.

RESIGNS TWO PRESIDENCIES

Head of the Big Four and Chesapeake and Ohio Roads Coming Here at a Salary of $75,000 a Year.

Special to The New York Times.

CINCINNATI, July 16.—M. E. Ingalls will soon resign the Presidency of the Big Four and Chesapeake and Ohio Railroads. He will go East to fill a new position in the railroad world that has been created for him, the title of which has not been determined. His duties will be those of arbitrator for the leading railroads of the country. He will be identified with the Pennsylvania and the Vanderbilt and Morgan interests, and will act as the arbitrator for all the roads represented. It is said that his salary will be $75,000 a year.

An effort was made to reach Mr. Ingalls to-night to obtain his confirmation of the story, but he is out of the city, and no statement could be obtained in regard to his new position. While the matter had been in negotiation for some months, the final offer and acceptance of the position came rather suddenly, and only a few closely interested persons were informed of the arrangement.

When the change is made it will create vacancies in the Presidencies of two of the largest railways entering the city and endless changes in minor positions in the service of both the Chesapeake and Ohio and Big Four Roads. As yet nothing has been done toward selecting his successor by either road, as the matter could not be taken up until Mr. Ingalls had decided upon his future course. The change will necessitate the removal of Mr. Ingalls from Cincinnati, and he probably will live in New York.

Melville E. Ingalls is one of the best-known railroad officials in the country. He was born in Maine, and is a lawyer by profession. He practiced several years in Boston, and was elected to the Massachusetts Legislature, and at the time was the youngest man who had ever been so honored.

When twenty-eight years of age he went to Cincinnati in the interest of the bondholders of the old Indianapolis, Cincinnati and Lafayette Road, of which company he was receiver and President until the company was reorganized, in 1880, under the name of the Cincinnati, Indianapolis, St. Louis, and Chicago. He served as President of the new company with signal success until the Big Four and the Bee Line were consolidated, since which time he has been President of the consolidated lines. For a couple of years Mr. Ingalls was President of the Kentucky Central Road.

Probably his most pronounced success as a railroad man has been with the Chesapeake and Ohio, of which company he has been President since 1889. When he took hold of the property it was sadly run down, while to-day it compares favorably with any of the trunk lines in physical condition. Its gross earnings under his management increased from $4,500,000 in 1889 to $10,000,000 in 1893.

CINCINNATI MAN'S BIG SALARY.

Standard Oil Company to Pay Mr. McDonald $200,000 a Year.

Special to The New York Times.

CINCINNATI, July 16.—Alexander McDonald of this city has accepted the First Vice Presidency of the Standard Oil Company and will remove to New York.

The position accepted by Mr. McDonald carries with it a salary of $200,000 a year.

GRAVE RIOTS AT KIAO-CHAU.

Italian Squadron Manoeuvring on the Yellow Sea and the Chinese Authorities Are Alarmed.

TACOMA, July 16.—The Olympia brings the following mail advices:

Serious riots occurred near Kiao-Chau June 26. Thousands of armed peasants rose by preconcerted signal and attacked the railway now being actively pushed in the vicinity. The rioters offered determined resistance to the German infantry and nine were killed. It is expected the military will be able to restore order without further bloodshed.

Two Russian engineers and ten Cossacks have been killed by brigands near Kirin.

The Italian squadron is manoeuvring in the Yellow Sea, and the Chinese authorities express anxiety as to its intentions. The representatives of the powers do not, however, believe Italy will take any decisive action against China.

The British and American residents of Kinning district have been advised by their Consuls to leave Foo-Chow in order to escape further attacks.

The Chinese Minister at Berlin has been instructed to contract with the Vulcain Works at Stettin, Germany, for the construction of two armorclads of about 8,000 tons, and six protected fast cruisers of 3,500 tons, to be completed within thirty months, for 10,000,000 taels. An order for fifty quick-firing field guns will also be placed in Germany.

A BOSTON WOMAN INJURED.

Mrs. T. Denny Boardman Thrown from Her Carriage and May Die.

Special to The New York Times.

BOSTON, Mass., July 16.—Mrs. T. Denny Boardman, one of the leading society women of Boston, well known also in New York, is dying at Manchester-by-the-Sea from the effects of a frightful accident last evening. She was driving with Miss Lucille Thornton, a guest at the Boardman cottage, when the coachman lost control of his horses. Both women jumped. Miss Thornton escaping with a bad shaking up, but Mrs. Boardman was unconscious when picked up and has remained so up to 10 o'clock to-night. Mr. Boardman is a prominent real estate broker, with offices in the Ames Building, in Boston.

Their only daughter, Miss Madeline, is still confined to her home from the effects of a recent runaway accident. Miss Thornton was in this runaway also. The Boardman cottage, The Chubbs, is one of the finest in Manchester, and the family has entertained a great deal.

CHOKED AT BREAKFAST TABLE.

Piece of Beefsteak Causes Death of an East Orange Man.

Special to The New York Times.

ORANGE N. J., July 16.—Joseph Devlin, a landscape gardener of 9 Oak Street, East Orange, was eating breakfast with his family this morning when he suddenly choked and grew black in the face. His wife pounded him on the back, while another member of the family telephoned for Dr. Stephen G. Lee. Before the doctor arrived Mr. Devlin was dead.

Dr. Lee made an examination and said that Mr. Devlin had choked to death on a piece of beeksteak. Mr. Devlin was fifty-five years old, and leaves a wife and several grown children.

Polygamous Mormons in Mexico.

Special to The New York Times.

CHIHUAHUA, Mexico, July 16.—Several years ago prominent officials of the Mormon Church of Salt Lake City visited Mexico, and obtained from the Mexican Government a concession for the establishment of large Mormon colonies in this State. The colonists came direct from Utah, and located north of here by having been reported that members of the colonies were practicing polygamy contrary to the Mexican law, an investigation of the matter has been ordered by the Mexicans. The colonists number about 10,000. As a rule, they are prospering.

LONE NAVIGATOR PICKED UP.

The Holbein Finds Capt. Andrews Exhausted Off the Irish Coast—The Doree Left Adrift.

LIVERPOOL, July 16.—The British steamer Holbein, Capt. Sherlock New York July 1 for Manchester, which arrived here to-day, picked up Capt. William A. Andrews, known as the "Lone Navigator," who left Atlantic City on June 18 in a little craft named the Doree, barely twelve feet in length, to attempt to cross the Atlantic.

Capt. Andrews was found exhausted on July 12 about 700 miles from the Irish coast. His boat was left adrift.

Special to The New York Times.

ATLANTIC CITY, N. J., July 16.—Capt. William A. Andrews sailed from here June 18 in the Doree. Before leaving he had agreed to take with him Miss Belle Shinn, a young woman from Norristown, Penn. After she had made all preparations for the venturesome voyage with Capt. Andrews, the day before his start he positively and firmly refused to allow her to accompany him.

Miss Shinn and several friends persistently pressed the Captain for his reason for refusing to take her, but he maintained silence, and at the time it was surmised that Capt. Andrews had a foreboding that his trip across in the little boat would not be successful. On the day he sailed Miss Shinn followed him out to sea in a rowboat and begged the Captain to carry out his promise. When he finally refused she became hysterical and wept bitterly while being rowed ashore.

Miss Shinn had received a great number of gifts from friends to take on the voyage. There were souvenir army hats and patent medicines, and even a pair of rubber boots. When the Captain left port she obtained a position in a store.

SHAMROCK READY TO SAIL.

Trivial Accident to the Cup Challenger Will Not Delay Her Race with Britannia.

Special to The New York Times.

LONDON, July 16.—The cup challenger Shamrock is ready for her trial race with Britannia on Tuesday. The trivial accident which happened to her in the trial spin yesterday will not delay matters in the least.

This accident, which was greatly exaggerated in early reports, was of little consequence. The main halyard purchase gave way and let down the mainsail.

SOUTHAMPTON, July 16.—Shamrock has four mainsails, and will bend a new one tomorrow.

Sir Thomas Lipton was on board at the time of yesterday's mishap, but has since expressed himself as very well pleased with the yacht's performance.

COLUMBIA-DEFENDER CONTESTS.

First of the Series of Races Off Newport to be Sailed Friday.

Special to The New York Times.

NEWPORT, July 16.—Woodbury Kane, Ralph M. Ellis, and Herman B. Duryea, who constitute the Regatta Committee of the Newport Yacht Racing Association, after another conference with C. Oliver Iselin of the Columbia and W. Butler Duncan of the Defender, have arranged that the first race of the series of five off this port under the auspices of the association shall be sailed on Friday. The start will be from the Brenton's Reef Lightship at 11 A. M., and the course will be a triangular one. The date of the second race has not been fixed. The judges' boat will be a private yacht, which will be placed at the disposal of the judges by the owner.

The Columbia will leave to-morrow for Bristol, where the Herreshoffs will make a few repairs, and very likely she will be docked before her trial races with the Defender off this port.

SUSAN B. ANTHONY'S PURPOSE.

Will Not Be Satisfied Till She Obtains Woman Suffrage—Foreign Element Its Foe.

Special to The New York Times.

LONDON, July 16.—According to Susan B. Anthony, who is ventilating her views on woman here at present, she will not be satisfied till she has obtained the suffrage for women. It means, Miss Anthony declares, adequate pay for woman's work. This has been demonstrated, she adds, in Colorado, Wyoming, Utah, and Idaho.

The foreign element in the United States, Miss Anthony affirms, is a foe to woman. The majority of native Americans and superior men of all nations favor woman suffrage. The ballot, in her opinion, can do little for individual woman, but much for the sex.

KIPLING BITTEN BY A DOG.

Carries His Arm in a Sling—Not Seriously Injured.

LONDON, July 16.—Mr. Rudyard Kipling's right thumb has been bitten by a dog and is considerably inflamed.

He carries his arm in a sling, but it is not thought that the injury will have serious consequences.

PRESIDENT'S PLANS FOR 1900.

Will Not Make Speeches at Canton or Elsewhere If Renominated.

Special to The New York Times.

WASHINGTON, July 16.—It is a long time before the campaign of 1900, but some of the Republican contrivers of the next campaign, moved thereto by reports from Ohio of the intended purchase of a house by the President, are declaring that no porch will be needed in Canton next Summer, as in the event of Mr. McKinley's renomination he will continue to live at the White House and cannot be expected to use the porch of that building from which to address visiting delegations.

The announcement was not needed, according to the friends of the President, that he will not depart from the custom of Presidents who have been renominated in declining to speak in his own behalf during the campaign. Neither will he make tours of the country or visits to distant places that can be suspected of being campaign exhibitions. For that reason it is concluded that unless the President makes a visit to the West this Fall he will defer it until after 1900.

TELEGRAPH FIGHT IN KANSAS.

Plan to Proceed Against the Western Union on the Plea that It Is a Trust.

Special to The New York Times.

TOPEKA, July 16.—The fight against the Western Union Telegraph Company to compel it to submit to the reduced schedule fixed by the Legislature has taken a new turn.

To-morrow Attorney General Goddard will be asked to proceed against the company on the plea that it is a trust. Attorney McKeever has collected evidence to show that the Western Union has absorbed a score of smaller companies. Mr. McKeever will go to New York to take further depositions.

There are 500 damage suits in the various courts of the State against the Western Union.

Domestic Trouble Causes Suicide.

PEORIA, Ill., July 16.—A. Van Boening, State Grand Master of the Knights and Ladies of Honor, aged forty-six years, committed suicide this evening by throwing himself from the steamer Bald Eagle, three miles above the Copper Creek dam. Domestic trouble is supposed to have caused the act. Mr. Van Boening was also a State official in the Ancient Order of United Workmen.

New Fast Train to Detroit.

The New York Central's "Detroit Special" stops at Garrison's, Fishkill, Poughkeepsie, Rhinecliff, Catskill, Hudson, Albany, Schenectady, Utica, &c. Sleeping and Parlor Cars. Connects at Albany for Saratoga.—Adv.

BROOKLYN TROLLEY LINES CRIPPLED

Strikers, However, Cause Little Trouble During the Day.

BOTH SIDES REMAIN FIRM

President Rossiter and Mr. Parsons Express Confidence.

POLICE KEEP ORDER

Gen. McLeer Thinks It Will Be Unnecessary to Call Out the Militia—Cars Run Under Protection.

The strike of motormen and conductors of the Brooklyn Rapid Transit Company's car lines, which began yesterday morning, is a failure unless the conditions change materially. The companies affected ran from half to two-thirds their usual number of cars during the day under strong police protection. President Rossiter of the Brooklyn Rapid Transit Company peremptorily rejected an offer from State Arbitration Commissioners Webster and Delehanty to arbitrate.

Some cars were run over every line in the city, but the numbers varied according to local conditions. The cars which ran most frequently were those going through quiet residence or business districts. The most infrequent trips were through the poorer districts. There was special shyness of the Red Hook or warehouse district, where longshoremen are abundant and where some of the most violent outbreaks of the last strike occurred, and of the Greenpoint section.

Throughout the day there were scenes of disorder and occasional incidents of violence in the tenement districts and the neighborhoods of some of the power houses and depots, but the police acted promptly and effectively, and prevented extensive rioting.

The leaders of both sides express the utmost confidence in ultimate victory. No accurate estimate can be made of the proportion of the 8,000 employes of the Brooklyn Rapid Transit system who have gone out on strike. The strikers claim 7,000 are out, while the railroad people say only 1,000 men have quit work. At midnight last night the system was tied up, with the exception of a few cars on minor lines. The prospects of trouble which were imminent during the day had passed, and the city was profoundly quiet.

The indications are that the fight will be renewed this morning, and that the final result will be very clearly indicated within a few hours. President Rossiter insists that he will move the enormous travel between this borough and Brooklyn as expeditiously as usual. Mr. Parsons, the leader of the strikers, ridicules this assertion.

The temper of the people in some parts of the Borough of Brooklyn is decidedly ugly, but the police are confident that with the large force they have and the care with which it has been distributed they will prevent any serious disturbance.

Gen. McLeer visited Brooklyn Police Headquarters yesterday, but insisted that his visit was one of inquiry, and to enable him to pay his respects to Deputy Chief MacKellar, and that so far as he could see there was not the least reason to suppose that there would be any call for the militia.

The lines affected by the strike extend with many ramifications from Greenpoint on the north to Coney Island on the south and to East New York on the east. They are 178 miles long and employ more than 8,000 men and more than 3,000 cars.

STRIKE BEGAN VERY QUIETLY.

Mr. Rossiter Discharges All Men Who Did Not Take Out Their Cars.

The strike began very quietly. Most of the men simply turned in their cars as they reached the depots early in the morning, all of them having received notice from representatives of the Knights of Labor, who boarded their cars as they went in. No attempt was made to injure the cars or any other company property. The men were confronted at the depots by the following, conspicuously posted:

"Any conductor or motorman failing to take his regular car out on the regular run assigned to him, unless properly excused, will be considered as having left the service of the company.

"His run will be given to the man next in order, who will hold the run permanently.

"This order takes effect immediately.

"CLINTON L. ROSSITER,
"President."

The Brooklyn Rapid Transit lines were at their best at 3 o'clock in the afternoon. The Gates Avenue, Putnam Avenue, and Fulton Street lines of the old Brooklyn Heights system were run regularly all day, and, in fact, made some trips early in the evening, being apparently the only lines of the rapid transit system that made any serious attempt to keep moving.

The other surface lines of the Rapid Transit System—formerly the Nassau, Brooklyn and Brighton Beach, Prospect Park and Coney Island, Sea Beach, and Brooklyn, Queens County and Suburban—fared variously. The Fifth and Seventh and Marcy Avenue lines of the former Nassau system, running to Coney Island and other seaside resorts, suffered worst. During the forenoon they ran very irregularly. The elevated lines were not affected seriously.

The reason the cars were withdrawn at night, it is said, was because the force available was insufficient to run the usual night schedules, and for the additional reason that the company did not care to invite attack by running its cars through remote or disturbed sections in the darkness.

The Coney Island and Brooklyn Railroad system, including the Smith Street line, Manhattan to Coney Island; De Kalb Avenue line, Manhattan to Ridgewood, and Franklin Avenue line, Broadway Ferry to Coney Island, ran its cars all day and all night on double schedules to meet the rush of business. This system is not affected by the strike, except that it had a tremendous increase in its travel, and the men were not asked to join in it.

AT BROOKLYN END OF BRIDGE.

Around the Brooklyn end of the bridge there were no signs of the strike, for while cars were not so many as usual there were many of them, and the familiar ceaseless clanging and jingling of bells and grinding of wheels seemed to be as loud as ever. Most of the motormen and conductors wore well-worn uniforms, and the cars were all well filled—many of them so jammed that closely packed rows of men were ranged along the footboards. Only the invariable appearance of police helmets at the front and rear indicated uncommon conditions.

On the corners of all the business streets within a dozen blocks of the bridge groups of men were gathered all day, and in this neighborhood newsboys yelled and howled frantically sensational announcements of the contents of their wares, but in most of the business districts and those occupied by residences and the better kinds of flats the Sunday was quieter than usual.

The storm centres were in the tenement districts in South Brooklyn, Ridgewood, and East New York—Seventh Avenue from Third Street to Twentieth; Third Avenue, from Eleventh Street to Twenty-fourth; Hamilton Avenue, near Hamilton Ferry, and the Bush Street depot of the company, where several roads converge.

In these districts the signs of trouble were abundant. The roadways, sometimes for blocks, were littered with obstructions taken from the trolley tracks and thrown to the side. Discarded wire bed springs seemed to be the favorites of these. On Seventh Avenue ten of them were counted in four blocks. Sometimes they had been put across the track loaded with stones. Sometimes they were thrown down loosely, probably with the hope that the wire would tangle in the wheels.

Boulders weighing from ten to a hundred pounds had been put at many places. Besides these were such things as beams, railroad ties, stumps of trees taken from vacant lots, heavy wagons which had been backed across the tracks, and long planks.

CHILDREN EAGER FOR TROUBLE.

In the tenement districts the people seemed to be unanimously in sympathy with the strikers and bitterly hostile to the men at work. They were on the sidewalks nearly all day, and the cars going by were greeted with hisses and shouts of "Scab!" and "Come off that car!" from both sides for many blocks. These cries came almost entirely from boys and girls from five to fourteen years old, who ranged themselves along the edges of the gutters and seemed to be eager to do mischief, but were restrained by the policemen posted in pairs at each cross street.

Children of three or five years walked across the roadway and dropped pebbles or bits of tin on the tracks, in the hope that they might cause some damage or annoyance. In some places they deliberately squatted on the tracks, amid the laughter of their elders, forcing the cars to stop until they could be removed. Behind the rows of children were scattered detachments of half-grown boys or young men. The older men and the women—many of them with babies in their arms or in carriages—stood or sat in front of their doorways and looked on.

Occasionally a woman, usually with a German accent, would shriek some abusive epithet at a car going by, but this was not frequent. Except for the children the people usually contented themselves with the exchange among themselves of derisive remarks about the men at work, the trolley car company, or the police. The squads from Manhattan, as they marched along, were welcomed with laughter. A favorite way of annoying them seemed to be for boys and girls to range in line, point fingers at them and count them as they passed:

"One, two, tree, four, five, six, siving—oh, what a fat cop!"

A series of counts showed an average of about 300 people to the block in the disturbed districts, about two-thirds women and children. The younger men who stood about, some of them half-intoxicated, were in ugly temper evidently, but sullenly quiet. They were, generally, decidedly tough-looking. Some of them wore their Sunday clothes; others were in shirt sleeves or jumpers.

PARSONS AND ROSSITER TALK.

Labor Leader Says the Strikers Will Win—Railroad President Satisfied with Situation.

General Master Workman John M. Parsons was seen yesterday afternoon at the Grenada Hotel, 118 Myrtle Avenue, where the headquarters of the strikers is supposed to be. Mr. Parsons gave his views upon the strike very freely, and expressed confidence that the men would win.

"The company," said he, "is making a splurge by showing a number of cars in operation on the main thoroughfares, but the public will not be deceived. The men running the cars are the usual class of scabs that follow railroad disturbances, and were furnished by agencies, whose business it is to gather men for the purpose of breaking strikes and shipping them to places where their services may be required. These substitutes are entirely in the hands of the agencies, which are conducted along lines similar to the padrone system.

"The strike could easily have been averted. The responsibility for it rests entirely upon the railroad company, and it is due to the attitude of the latter that the men turned out. There was no alternative. They will not suffer more by being on strike than by being discharged on the wholesale scale on which they have lately been dropped.

"Within the past few days no fewer than 336 have been sent away without any reason being given. Mr. Rossiter can say what he likes, but the strikers will not budge an inch. They will not receive any money this week, but when the necessity arises they will be supported, the Knights of Labor having sanctioned the strike; and ample funds will be placed at the disposal of District Assembly 75.

"It remains to be seen how long the public will tolerate such a car service as they are now getting in consequence of the strike. They will side with the men when they are acquainted with the facts of the case. If we had a District Attorney who was good for anything we would see how long such a state of affairs could exist.

"One good effect of the strike will be to call attention again to the matter of the franchises held by these autocratic corporations and advance the cause of city ownership. Meanwhile I see no reason why the trolley roads should not be operated under a yearly agreement with the employes similar to that which obtains on all the big trunk lines that leave the city."

Mr. Parsons denied that the attack on the ampere was made by the strikers. "We advised the men not to loiter near the car barns," said he, "and not to interfere with the men who may run the cars. The disturbances that have occurred or may occur will be caused by toughs and former employes, who have suffered at the hands of the company and unwisely take advantage of this opportunity to repay their grudge against it."

President Rossiter of the Brooklyn Rapid Transit Company expressed himself as being well satisfied with the situation. "The Brooklyn Heights employes," he said, "have proved their loyalty to the company, and we have to-day been able to run all the old lines of the company, and, moreover, have opened up a new line to Coney Island over the Culver route. I can assure the people of Brooklyn that they will be able to go to and from their places of business and residence to-morrow without let or hindrance."

These two interviews express the opinions of the opposing leaders. Neither man would give any details or figures. President Rossiter resolutely refused to say how many of his men had gone out or how many cars he was running.

GEN. McLEER SEES MACKELLAR

Brigade Commander Thinks, However, It Will Be Unnecessary to Call Out the Militia.

In the afternoon Gen. James McLeer, who is in command of the Second Brigade of the National Guard, dropped into the office of Deputy Chief MacKellar, where President York of the Police Board, Commissioners Hess and Sexton, and Deputy Chief McLaughlin were holding a council. Gen. McLeer remained for some time, and when he came out was questioned as to the object of his visit, which had given rise to the rumor that there had been serious trouble somewhere, and that the National Guard was to be called out.

The General explained that his visit had no particular significance. He had merely considered it his duty to call and acquaint himself with the situation and outlook. "As far as I am able to judge, there will be no necessity for calling out the National Guard," he said. "I sincerely hope there will not be any. The strikers, on the whole, are conducting themselves in a quiet and peaceable manner, and there does not appear to be much disposition to resort to violence. I think the police are fully able to cope with the strike."

Commissioner Hess subsequently said there wasn't any likelihood that the services of the Guardsmen would be needed. "I think unruly members of society are more afraid of the policeman's club than the Guardsman's bayonet," re remarked, laconically. Concerning the attack on the car Ampere, Mr. Hess said he thought it was very indiscreet on the part of the officials of the company to run it. "It was like flaunting a red rag at a bull," he commented.

While Gen. McLeer was in Deputy Chief MacKellar's office President Rossiter arrived. He had just rejected an offer of their services sent to him by Arbitration Commissioners Delehanty and Webster, who had been in consultation with Grand Master Workman Parsons. Mr. Rossiter responded to the offer of the Commissioners that there was nothing to arbitrate.

RIOTS DURING THE DAY.

Testing Car Ampere Attacked by a Mob of 500 Men—Railroad Officials Narrowly Escape.

The first riotous demonstration of serious proportions occurred at Fifth Avenue and Twenty-second Street at noon, when a mob of about 500 men attacked the testing car Ampere, in which were several of the railroad officials and a number of detectives. The Ampere started from the square at the Borough Hall in the morning for Coney Island on a trip of inspection. On the car were Chief Engineer Breckinridge of the Brooklyn Rapid Transit Company, W. W. Wickes, President Rossiter's private secretary, and Detectives Reynolds, Stoddard, Harrington, and Gray of the Brooklyn headquarters squad.

As the car was returning from Coney Island it was met by a mob of about 500 men, strikers and their sympathizers. A passenger car traveling ahead of the inspection car had been held up by the mob, and the motorman, Howard Jackson of 108 Fifty-seventh Street, was being threatened. As the inspection car came up the mob closed in about the two cars and stones were thrown.

A stone struck Jackson on the jaw, and he was knocked from the car. Bernard Higgins, a striker, thirty years old, of Forty-ninth Street and Eighth Avenue, started to attack the fallen motorman, it is alleged, but Mr. Wickes leaped from the inspection car and sent the striker staggering back with a blow in the face. The detectives jumped from the car after Wickes and beat back the crowd after a hard fight. The rioters were evidently in fear that the detectives would use their revolvers.

SEVERAL ARRESTS MADE.

The detectives arrested Higgins and John Ashe of 62 Fifteenth Street, Henry Carlin of 364 Thirty-eighth Street, Thomas F. Morrison of 222½ Twenty-first Street, and Thomas Condon of 62 Fifteenth Street, and they were locked up in the Fifth Avenue Police Station.

Jackson, the motorman, was found to be suffering from contusions of the head and face and a sprained ankle. He was attended by an ambulance surgeon and taken to his home. All of the men arrested were strikers.

The car made a second run over part of the system in the afternoon with Assistant Superintendent Van Cott and a number of Central Office detectives on board. The car went to Coney Island. On returning from the trip Mr. Van Cott declared that he found everything comparatively quiet along the lines traveled over and that there was very little delay in the operation of cars.

While the Ampere was returning on Third Avenue it was stoned by a number of boys at Twenty-first Street. Several panes of glass were broken. Two of the boys were arrested and locked up in the Fifth Avenue Station. They were Peter Swank, eleven years old, of 568 Vanderbilt Avenue, and John Nolan, twelve years old, of 599 Vanderbilt Avenue.

BOY FATALLY INJURED.

What will prove to be the first fatality growing out of the strike occurred at Driggs Avenue and North Thirteenth Street in the afternoon. Peter Spada, a messenger, twelve years old, of 118 Broadway, was struck over the eye by a stone, and was taken to the Eastern District Hospital with a fractured skull. It is said he cannot live.

The boy was riding on a Greenpoint car. When the car reached Driggs Avenue and North Thirteenth Street, a crowd of men and boys swarmed about it, and stones were thrown at the motorman and conductor. One of the stones struck young Spada just over the right eye. He fell insensible on the floor of the car.

Policemen from the Bedford Avenue Station drove the crowd back and arrested two men suspected of stoning the car. The prisoners gave their names as John Buckley, twenty-two years old, of 101 Ipon Street, and John D. Kelleher, twenty-six years old, of Fifty-sixth Street and Third Avenue.

Young Spada was removed to the Eastern District Hospital in an ambulance. There it was found that his skull had been fractured and his right eye badly injured. An operation was performed on him, but the hospital physicians say he will die.

A row occurred last night on Georgia Avenue, near the car house of the Fulton Street line, between a number of strikers and several men who had been taken on in their places. Ernest Vantvertz, a motorman, of 365 Central Avenue, was arrested, charged with attempting to shoot Michael O'Brien of Jamaica, L. I., with a revolver.

THE POLICE ARRANGEMENTS.

Devery Says Every Man Is on Duty and Manhattan Is Well Protected Despite Force Sent Away.

The police authorities had received plenty of notice that a strike was possible, and were fully prepared for it. The necessity for action early yesterday morning was, however, somewhat a surprise, but when it was known that the strike was a certainty that action was prompt and effective.

Capt. Delancey was on duty at Police Headquarters at midnight on Saturday when Inspector Brooks walked into the office. The somnolent patrolmen, detectives, and reporters on duty were all awake instantly and on tiptoe to know what this portent might mean. Inspector Brooks told the newspaper men that he couldn't sleep and came around for the sake of having something to do.

This ingenuous statement, however, became hardly credible when, a few moments afterward, Deputy Chief Cortright and Acting Inspector Kane also appeared. All the officers went into a room to confer, and would say nothing as to what their intentions were. Before long, however, the results of the conference were apparent in various parts of the city.

From all quarters squads, large and small, were marching in the direction of the Brooklyn Bridge and the ferries. Chief Devery was in Brooklyn on Saturday, and late in the evening had become convinced that the strike was going to occur. He therefore telephoned orders that 1,500 men be sent across the river.

The sending of the men resulted in some confusion. It is declared, although the police officials themselves deny it, that Manhattan was without police protection for over an hour early yesterday morning. The story goes that the men on patrol duty, who ordinarily wait until they are relieved, received orders to report to their station houses as soon as their time of duty had elapsed, and that the men who should have relieved them were also detained at the stations.

BUSY AT POLICE HEADQUARTERS.

Yesterday was the busiest Sunday Police Headquarters has known for several years. Chief Devery arrived from Brooklyn early in the morning and remained on this side of the river until 8 o'clock last night, when he started again for Brooklyn. However, during the time he was at Headquarters the telephone wires were kept busy continually, and he knew exactly what was going on in every locality, every street and avenue affected by the strike. He took no sleep until after 10 o'clock yesterday morning, when he went home for just four hours. While he was away the management of affairs was left in the hands of Deputy Chief Cortright.

At a little after 10 o'clock a squad of fifteen mounted patrolmen from the East One Hundred and Fifty-second Street Station House galloped up Mulberry Street and stopped at Headquarters. They were sent on to report to Deputy Chief MacKellar at the Brooklyn Police Headquarters. This made the number of mounted patrolmen sent over an even 100.

As the hours went by various squads of policemen, chiefly consisting of men usually on duty in police courts and places closed on Sunday, arrived at Headquarters. As parties of fifty or so were made up they were sent across the river. A few, however, were detailed to down-town station houses, where they were held in reserve, being able to reach Brooklyn quickly. Acting Deputy Chief McLaughlin and Inspectors Brooks and Harley were among the high officers assigned to duty in Brooklyn. Capt. McClusky was at headquarters all day and ordered the entire force of detectives to go on duty. Fifty were sent to Brooklyn in plain clothes to watch for criminals trying to profit by the crowds.

CHIEF DEVERY'S STATEMENT.

After the Chief returned, at 2 o'clock, he made a statement to the crowd of reporters at Headquarters, as follows: "I should have been very glad to have had the strike settled by arbitration, and wish we had not been brought into it, but there is nothing we cannot overcome in that line. Sunday is a heavy day for a strike. Nobody is working, and irresponsible persons are more inclined to acts of violence than on any other day, but I have heard of no serious casualties so far.

"The fact is that the entire police force of New York is on duty, even the men detailed to clerical work, and who, perhaps, have not had on a uniform in years. Men on vacation have been called back to duty, and all the resources of the department have been called into play.

"Twenty-five patrol wagons have been sent to Brooklyn, while two others have been standing at the Mott Street entrance to Police Headquarters here all day to-day ready for instant use. The policemen who have been sent to Brooklyn

tion of affairs, could have told that anything unusual was pending from appearances at the entrance to the bridge. During the time from 1 to 5 o'clock nearly 1,000 Manhattan policemen passed over the structure. About 1,500 in all were sent to Brooklyn. A very few went by way of the ferries.

The scene at the bridge entrance was an animated one after the policemen began to arrive. There was a good deal of confusion between 2 and 3 o'clock, when the greatest number came, and many of the men had to wait a long time before they could be taken across. By 5 o'clock, however, the last of them had disappeared. None of the policemen traveled on the same cars as the public, but waited until special cars arrived.

Most of the motormen and conductors at this time wore a distinctly worried look. However much they were determined to strike when called upon by the organization, it seemed evident that there was nothing particularly agreeable for them in the prospect. It was easy to tell the married from the unmarried men. The latter, who were in the minority, displayed none of the uneasiness shown by the others. They enjoyed the prospect of a "scrap," and laughed and joked with the policemen on the cars.

MORE POLICE THAN USUAL.

After the police had been taken to Brooklyn the Manhattan end of the bridge presented its usual appearance. There were more patrolmen than usual on the roadway, as some fear had been expressed that an attempt might be made to cut the trolley wires, but no such action was resorted to by the strikers or their sympathizers. There were also two or three additional policemen at the bridge entrance.

After 5 o'clock the Rapid Transit Company's cars arrived less frequently, and at about 6 o'clock they stopped for a time altogether. The few persons who were about at that hour knew then that the strike had begun. The fact, however, that it was a Sunday made the cessation of the service of little account, at any rate as far as the traffic from Manhattan was concerned. A few belated "rounders" were inconvenienced and grumbled because they expected to have to do some walking.

Later some early holiday makers appeared, and seemed very much surprised when an inspector told them that they could not travel on any of the tied up lines. However, it soon looked as though even the minor inconvenience of an interrupted outing need not occur, as at about 7 o'clock one or two of the Rapid Transit Company's cars began to come in.

A Bergen Street car ran round the loop with policemen alongside the conductor and motorman. Other cars made their appearance at intervals, until at 9 o'clock nearly every line involved in the strike was represented. On many of these cars inspectors of the company acted as conductors and motormen. There were very few passengers, but 125 more policemen were taken across. They all carried their night sticks. Shortly afterward a Nassau car containing twelve policemen appeared. One of them said that some strikers tried to board the car and offered to pay fares, but were not allowed on it.

By 9:30 the cars of the Brooklyn Heights system were running regularly. On all of them were two or more policemen, and on most of them inspectors took the places of the conductors and motormen. The ordinary Sunday traffic had begun by then, and the passengers had no trouble in getting whatever cars they wanted.

NO APPROACH TO A TIE-UP.

There was no approach to a tie-up of traffic at the Manhattan end of the bridge at any time of the day. It was lucky for the company that the weather was damp and hot and generally unpleasant, as this kept away the usual big Sunday crowds of pleasure seekers. Probably also the announcement of the strike in the morning newspapers had the effect of keeping many persons at home. The cars after about 10 o'clock had just about as many passengers as they could comfortably handle, no more and no less.

There was naturally a large number of persons at the bridge entrance who waited, as a New York crowd will wait patiently for hours, for something exciting to happen. They were disappointed. One or two "incidents" occurred in the course of the day, but nothing which could be regarded as a sensation. There were a number of strikers standing around, pretending to be waiting for cars, who plucked up enough courage to call one meek-looking conductor a "scab."

The meek-looking conductor immediately jumped from his car and was with difficulty restrained by a policeman from assaulting one or more of those who had hurled the epithet at him. After this they subsided. An attempt was made by the police, at the command of Capt. O'Brien, to clear the entrance of all those who were not waiting for cars, but, as was to be expected, it was not successful for long.

Persons bound for Coney Island took the Smith Street cars, which line is not affected by the strike. The cars on the Fifth Avenue line were the most infrequent of all, and when they came in the police on them reported various obstructions. A patrolman reported on his arrival on a car of the Flushing Avenue line the tearing away by a crowd of the trolley pole of Car No. 1,579 of that line.

In the afternoon the cars of the Third Avenue line, running to Coney Island, became more numerous, and the number of passengers from Manhattan also increased. The Bergen Street and Douglass Street lines had about half as many cars as usual running. On the Greens and Gates, Putnam and Halsey, Flatbush, Fulton, Myrtle, and Flushing Avenue lines cars ran with increasing frequency.

NUMBER OF CARS DECREASES.

Shortly after 9 o'clock there was considerable speculation among those at the approach to the bridge owing to the arrival of about 100 more policemen, who crossed the structure on special cars. All sorts of rumors were current soon after this. It was said by some that the strikers had attacked a car near the Brooklyn end of the bridge, and that there had been a pitched battle, in which, after severe fighting, the police had been driven off.

There was no truth, however, in the report. It probably grew out of the circumstance that several passengers on a Smith Street car who had been to Coney Island and were intoxicated had insisted on annoying the other people in the car, and that they had been ejected by the police. This was done just before the bridge was reached, and the unruly passengers were taken to a police station.

After 10 o'clock the number of cars to reach the Manhattan end of the bridge grew less and less. Only two cars on the Flushing and North Beach line of the Brooklyn Heights system had arrived after 8 o'clock, and at 10 o'clock it was declared that the running of the cars on that line had been discontinued owing to its exposed condition along the whole route.

At 11 o'clock the Gates Avenue and Fulton Street cars ceased running, and early this morning only the Smith Street and De Kalb Avenue cars reached the Manhattan side of the bridge. The Smith Street cars coming from Coney Island were crowded. It was noticeable that many of those who arrived by these cars looked as though they had walked instead of riding, and some persons said that they had gone long distances on foot before finding a car.

ARRESTS MADE BY THE POLICE.

Number of Persons Taken Into Custody for Stoning Cars—Several Passengers Injured.

The arrests growing out of the strike made by the police during the day were as follows:

Thomas Flynn, nine years old, of North Sixth Street, near Bedford Avenue, arrested at Bedford Avenue and North Seventh Street, charged with placing obstructions on the car tracks.

Arthur Brooks, nineteen years old, of 608 Third Avenue, arrested on Third Avenue, charged with putting obstructions on car tracks.

Michael Frost, twenty-six years old, of 184 Twenty-first Street, arrested on a charge of assault.

Edward Zaugh, twenty-three years old, 235 Cook Street, charged with placing obstructions on the tracks at Bushwick and Flushing Avenues.

Patrick Rooney, sixteen years old, 223 Palmetto Street, arrested at Gates and Knickerbocker Avenues, charged with throwing stones at a car.

John Buckley, twenty-two years old, 101 Dupont Street, arrested at Driggs Avenue and North Thirteenth Street, charged with stoning a car.

John D. Kelleher, twenty-six years old, of Fifty-sixth Street and Third Avenue, arrested at the same place on the same charge.

Henry Carlin, twenty-two years old, 364 Thirty-eighth Street; Thomas F. Morrison, twenty-eight years old, 222½ Twenty-first Street; Thomas Condon, twenty-three years old, 62 Fifteenth Street; John Ashe, twenty-five years old, 62 Fifteenth Street, and Bernard Higgins, thirty years old, Forty-ninth Street and Eighth Avenue, arrested at Fifth Avenue and Twenty-second Street charged with disorderly conduct.

William Rohburg, forty-two years old, 58 Bapelye Street, arrested at Hamilton Avenue and Columbia Street, charged with stoning a motorman of a car.

Thomas Wellinsky, thirty-eight years old, of 128 Twenty-first Street, arrested on a charge of stoning a car at Third Avenue and Seventeenth Street.

Frank Fraskowski, thirty-two years old, of 65 Jackson Avenue, arrested on a charge of assaulting the conductor of a Lorimer Street car, at Lorimer and Withers Streets.

Salvini Perialo, sixteen years old, of 39 North Portland Avenue, was arrested at North Portland and Flushing Avenues charged with placing obstructions on the car tracks.

Richard Whealan, twenty-five years old, of 321 Fourteenth Street, arrested on charge of stoning a car in South Brooklyn.

Peter Swank, eleven years old, of 568 Vanderbilt Avenue, arrested for stoning special car Ampere at Twenty-first Street and Third Avenue.

John Nolan, twelve years old, of 599 Vanderbilt Avenue, arrested with Swank for same offense.

Albert Fisher, thirty-two years old, of 636 Third Street, arrested for stoning a car on Fifth Avenue.

James Fitzgerald of 71 Eagle Street, arrested on charge of obstructing the track at Third Avenue and Thirty-eighth Street.

James Maliff, arrested for stoning a car in South Brooklyn.

Michael J. McDonahue, thirty-five years old, of 30 Garnet Street, arrested on charge of obstructing cars on Court Street.

Peter Frankman, 299 Hamburg Avenue, arrested for obstructing cars on that avenue.

THOSE WHO WERE INJURED.

The following persons were injured during the day as a result of the strike trouble:

Howard Jackson, motorman, 108 Fifty-seventh Street, struck on the head by a stone and sprained his ankle by falling.

George Davis, twenty-five years old, of 809 Fulton Street, struck by a stone at Union Street and Third Avenue and received a severe scalp wound.

William Cornelius, motorman, 3,208 Fulton Street, attacked on his car by strikers, cut and bruised about the head.

Peter Spada, twelve years old, of 118 Broadway, struck on the head by a brick while riding on a Greenpoint car; received a fracture of the skull; will die.

Woman, name unknown, struck on head by a stone while riding on Third Avenue car; declined medical attendance.

MRS. PARSONS ON THE STRIKE.

Says Women Would Have Pulled President Rossiter's Hair Out.

Mrs. John M. Parsons, the wife of the General Master Workman of the Knights of Labor, has decided views on the subject of the rights of labor. She said last night that the time was coming when the Government would take all the railroads and when men would receive a fair proportion of the wealth they created.

"I think," said she, "that the men are behaving much better than women would do under the circumstances. The woman who has to scrimp and save out of her husband's small salary understands these things better. I believe the women are much more radical, and that if it had been a delegation of women who had called upon President Rossiter with a list of grievances, he would not have a hair left in his head."

THE EFFECT ON THE FERRIES.

Big Decrease in Number of Passengers on the East Tenth, Houston, and Grand Street Lines.

The strike in Brooklyn had a noticeable effect yesterday on the traffic of most of the ferries that run to different points where the car lines concerned carry most of the ferry passengers after they have landed. The effect was most noticed on the East River ferries above Grand Street.

On the Thirty-fourth Street Ferry the gateman said the traffic was about as usual. There was a slight falling off, that might be accounted for by the weather. The ferry got a lot of the beach traffic that usually goes down by trolley cars, and for this reason should have had a largely increased traffic generally.

Large decreases in traffic were reported on the Tenth Street, Houston Street, and Grand Street Ferries. One these alone the falling off was estimated, one way, to be upward of 30,000. There was a noticeable decrease in the traffic of the East Tenth Street Ferry. At the East Houston Street Ferry two men are usually placed at the ticket boxes on Sunday to handle the crowds that go over to Brooklyn to take trolleys to the big cemeteries and to Coney Island.

Last Sunday an extra boat alternated trips with the regular boat after 10 o'clock at night to carry the people across. Yesterday one man took things easy with the passengers who went over, and the regular boat was all that was needed last night. From noon till 10 o'clock last night the falling off in the passengers was thought to be about 10,000. The traffic from Brooklyn to Manhattan was correspondingly light. At the Grand Street Ferries there were corresponding reports. It was estimated that more than 20,000 persons less than usual crossed from Manhattan to Brooklyn.

The strike in Brooklyn had a corresponding effect on the horse car traffic on the east side. It was said by men about the ferry and on the horse cars that the Sunday schedule was not being run up to, only about two-thirds of the cars being out that are usually required on a Sunday.

The ferries further down town did not seem to feel the difference so much. At the Catharine, Roosevelt, and Fulton ferries about the usual Sunday traffic, taking the gloomy day into consideration, was reported. One reason why the traffic on the Catharine Street ferry was not disturbed was that the only lines running to the Brooklyn ferry house are the Smith Street and De Kalb Avenue lines, which are not affected.

At the Fulton ferry it was said that the traffic was about as usual for a Sunday, where, as a rule, there is little traffic. "Wait till to-morrow morning," said a ticket seller, "to see how the strike hurts us."

Down at the South ferries the traffic was generally increased by the strike. The Thirty-ninth Street Ferry did a rushing business all day and night long. This was accounted for by the facte that steam railroads of the Long Island Road, as well as the striking trolley lines, meet the boats of this line.

The Atlantic and Hamilton Avenue ferries also did a good business. Trolley lines meet these boats, both the striking and the other lines. It was said that the business during the penny ride hours—from 5 till 7:30 o'clock—was much larger than usual for some reason and there was no appreciable falling off on the two-cent tickets.

The Staten Island ferries did not profit greatly by the falling off in traffic of the east side ferries. It was thought that the rain in the morning shut off the rush for Midland and South Beaches.

QUIET DAY AT CONEY ISLAND.

Trolley Service Somewhat Crippled, but There Was No Disorder—Crowd of Visitors Small.

The trolley strike, aided by the weather, made yesterday one of the dullest midsummer Sundays endured at Coney Island in many days. According to the estimate of the police, there were only about one-third as many excursionists on hand as on the previous day. The crowds who ran the gantlet of the strikers in the morning to get there seemed desirous of getting back to the city before dark in anticipation of trouble, and the resort last evening presented for it a somewhat deserted appearance.

The sudden strike on the lines early in the morning left, according to a police estimate, 1,000 belated excursionists on the island. These were from districts not reached by either of the lines of the Coney Island and Brooklyn Railroad, the only trolley company not affected by the strike. Some set out to walk home, others obtained such rude sleeping accommodations on the island as their unprepared holiday purses would permit, while many hundreds who had only a five-cent piece reserved slept, hungry, on the sand and awaited the resumption of travel.

Contrary to the general expectations of the police, the Coney Island termini of the various affected lines were the scenes of no disorder whatever during the day. Capt. Kenny, who was a leading figure in the police operations during the big trolley strike of 1895, and is known as one of the most resourceful and determined leaders in the department, was not supplied with any extra men for the occasion, but his entire force of sixty-one men was kept constantly on duty. Capt. Kenny retained personal command of the reserves.

STRIKE CAME WITH QUIET.

The strike came with absolute quiet at the island shortly after 4 o'clock in the morning. The trolley men arriving before that hour had been tipped off as they passed the power houses on the way out, and it was hardly known at the island even by the police just which cars leaving the terminals there were to be the last. A squad of policemen was stationed at the rapid transit company's terminals shortly after midnight, however, ready for any emergency.

There was some grumbling and bewailing of their fate by the belated excursionists when it became apparent that no more cars were coming in, but there was no disorder. The crowds were kept moving about by the police. The Fifth Avenue and Marcy Avenue lines were completely tied up throughout the forenoon and afternoon so far as the Coney Island terminal was concerned, and the big station was practically deserted except for policemen throughout the day.

The Third Avenue line began getting cars through during the forenoon, but at irregular intervals. These cars brought few passengers, most of those who did arrive being men. The service on this line improved rapidly as the day wore on, however, and by 3 o'clock in the afternoon the company succeeded in getting cars through at intervals averaging from five to fifteen minutes. At this hour the usual schedule is two cars per minute. The incoming cars were not greatly crowded. The more frequent arrivals of cars on this line, however, increased the public confidence, and the outgoing cars were well filled.

CARS' DESTINATION NOT SHOWN.

The destination of the cars was not shown as usual, and the starters, with barefaced mendacity, assured all comers that each car went direct to Manhattan. As a matter of fact, a majority of the cars stopped at Sixty-fifth Street and Third Avenue, and the passengers were compelled to alight. The empty cars were then run to the stables. No clear explanation was given for this by the officers. The disembarked passengers received transfers, and were compelled to wait from fifteen minutes to three-quarters of an hour for other cars.

The Fifth Avenue elevated trains were running as usual and carried large crowds. The greater number of excursionists who visited the island, however, came by boat and over the Franklin Avenue and Smith Street lines of the Coney Island and Brooklyn Railroad. These two trolley lines were overwhelmed with traffic throughout the day. The iron steamboats brought larger crowds than usual, but, strangely enough, not as many as they could have accommodated.

The trains over the Culver route from the Thirty-ninth Street ferry brought increased quotas of passengers, but there seemed to be a general disinclination to visit the island, possibly through a vague fear of disorder growing out of the strike. Children haven't been so scarce on the island in years. Notwithstanding the increased vigilance of the police, or possibly because of it, not a single arrest growing out of the strike had been made at Coney Island up to a late hour last night.

POLICE ON WILD GOOSE CHASE.

There was a flurry of excitement at the Coney Island Police Station in the forenoon, when a boy rushed breathlessly into the station house and announced that strikers were tearing up the car tracks on the Third Avenue Company's bridge crossing Coney Island Creek in the flatlands. The reserves were tumbled out on the double quick, and, with Capt. Kenny at their head, started on a dead run for the scene, drawing their clubs and revolvers as they ran. The policemen were followed by a tremendous crowd of the curious anxious to be in at the death.

Arriving at the bridge, Capt. Kenny and his panting followers learned with disgust that some fishermen had their lines tied to the sleepers of the bridge and were reaching down untying them when the imaginative boy espied them from afar and gave the alarm. The police are now looking for the boy.

"The only information I have as to the progress of the strike," said Capt. Kenny late in the afternoon, "is from the newspapers. We can hardly realize from the developments here that the strike is on. There has been no disorder of any kind at the terminals here of the affected lines. There have not been even verbal threats made against the motormen and conductors by the crowds, such as might be expected, and my men have thus far had practically nothing to do."

THINK STRIKERS NOT PREPARED.

Labor Men Say They Have Not Money Enough to Insure Success.

While delegates of other trades unions sympathize with the railroad employes they regard the strike in Brooklyn as altogether too hurried and premature. The strikers, they argued, were hurriedly organized, and did not have sufficient money in their treasury to keep up the strike long enough to insure success. Many of them had never been in trades organizations before, and were utterly inexperienced in that line.

They ought to have had at least $10,000 on hand to intercept motormen who would naturally flock here from all directions, and pay their fares back after persuading them not to take their places. They failed to make provision for this. It is true, the delegates said, that the General Executive Board of the Knights of Labor had offered assistance, and has appealed to all in the order for monetary aid, but before such assistance can arrive the strikers will most probably have lost courage and will flock back to work.

A delegate of the electrical workers feared that this strike would injure the men of his trade. Motormen, he said, knew something about electrical work, and were rushing to New York. After the strike is over, he said, there will naturally be a large surplus of motormen, and these will be willing to do electrical work for whatever they could get. The delegate said that the men of his trade had been injured after the last car strike in Brooklyn by motormen who had come to take the places of the strikers.

RAPID TRANSIT COMPANY'S LINES.

Inconvenience That Would Result If All Were Tied Up.

In the apparently unlikely event of the strike spreading to the whole of the surface system of the Brooklyn Rapid Transit Company over 8,000 men would be involved, and should the trouble spread to the elevated railroad, about 2,000 more would turn out, making an approximate total of 10,000. The enormous extent of the inconvenience that would result will be realized when enumeration of the lines affected is made. The Brooklyn Elevated lines are the Myrtle Avenue, Broadway, Fifth Avenue, and Lexington Avenue. The surface lines are:

Bergen Street, Bergen Street and Liberty Avenue, Bergen Street and Broadway Ferry, Butler and Douglas Streets, Butler Street and Washington Avenue, Canarsie Line, Coney Island via the West End Line, Coney Island via Fifth Avenue and Eighty-sixth Street, Thirty-ninth Street Crosstown to Rockaway Avenue, Fifth Avenue, Fort Hamilton, Hicks Street, Hoyt and Sackett Streets, Liberty Avenue, Marcy and Rogers Avenues to Sheepshead Bay, Manhattan Beach, Coney Island and Sea Gate, Park and Central Avenues, Park and Vanderbilt Avenues, Seventh Avenue, Fifteenth Street, Furman Street, Bay Ridge, Bath Beach and Bensonhurst to Ulmer Park, Brighton Beach, Bergen Beach, Bowery Bay, Brooklyn Hills, Broadway and Jamaica Avenue, Bushwick-Meeker, Calvary Cemetery, Corona, Court Street, Coney Island, (Sea Beach,) Crosstown, Cypress Hills, Cypress Hills extension, East New York, Elmhurst, Flatbush Avenue, Flushing Avenue to Flushing, Fort Hamilton, Fulton Street to East New York, Forest Park, Fresh Pond, Graham Avenue, Grand Street, Ridgewood, Greenpoint, Greene and Gates Avenues, Glendale, Hamilton Avenue, Holy Cross Cemetery, Kingston Avenue, Lorimer Street, Lutheran Cemetery, Manhattan and Nassau Avenues, Metropolitan Avenue, Montague Street, Myrtle Avenue, Nostrand Avenue, Putnam Avenue and Halsey Street, Ralph Avenue, Reid Avenue, Richmond Hill and Jamaica, Sumner Avenue, Coney Island and Brighton Beach, Third Avenue, Tompkins Avenue, Union Avenue, and the various small branch lines. The only cars to cross the bridge would be the Smith Street and De Kalb Avenue cars of the Coney Island and Brooklyn Railroad Company.

THE MEMORABLE STRIKE OF 1895.

Began as the Present One, in a Relatively Orderly Manner.

In the memorable Brooklyn trolley car strike in January, 1895, nearly 7,000 men turned out. It began, like the present one, in a relatively orderly manner. On the fourth day serious trouble began, and several cars were stoned. The police were powerless to deal with the situation. Rioting became general, and the First and Second Brigades of the National Guard had to be called out. This was on Jan. 19. The mob defied the Guardsmen and was fired upon, two men being killed. There were also several bayonet charges which resulted in bloodshed. Two attempts were made to burn the car barns on Vanderbilt Avenue, but were frustrated by the Guardsmen. There was some savage fighting in the streets before the rioters were suppressed. The troops occupied the streets from Jan. 19 until Jan. 31.

Some of the strikers were taken back by the Brooklyn Heights Company. Most of them, however, went over to the Nassau Company, which lately was absorbed by the Brooklyn Heights Company, and it is among these men that the present trouble is said to have originated.

RUMORS OF A SETTLEMENT TO-DAY.

Mr. Parsons Denies, However, Any Immediate Prospect of One.

Assembly No. 7 of the Knights of Labor, which comprises the Fifth, Seventh, and Ninth Avenue divisions, was in session all day and all night at Carey Hall, Sixth Avenue and Fifteenth Street, Brooklyn. A good deal of wild talk was indulged in, and the advisability of resorting to wire cutting was discussed

Chairman Edward J. Brown said last night: "The boys are in good spirits and are confident of success. We learn from an authoritative source that a settlement may be reached by to-morrow morning."

Grand Master Workman Parsons denied that there was any immediate prospect of a settlement. "There is one way in which a settlement could be forced very promptly, however," he went on. "This is by the District Attorney taking out of the pigeonholes the indictments found against the officers of the company for violations of the ten-hour law, for which we are fighting, and by a Judge with sand enough to try the cases coming forward. But they wouldn't dare do it. Besides, there is a District Attorney to be elected in the Fall.

"The strike will last as long as the citizens and business people of Brooklyn will tolerate it. As far as the men themselves are concerned they will, if necessary, keep the fight up to election day, and carry it to the polls."

STRIKE RUMORS IN MANHATTAN.

Metropolitan People Scout Idea Trouble Is Imminent on Their Lines.

There were persistent rumors on Saturday night and all day yesterday that a strike on the lines of the Metropolitan Street Railway Company was imminent. Where these rumors originated cannot be learned. The officers of the company scout the idea of a strike, and said they would surely have heard of it either directly or indirectly had anything of the kind been in contemplation.

A committee of five striking employes of the Brooklyn Rapid Transit Company, headed by Chairman P. J. Callan, called to see General Master Workman Parsons at his office in East One Hundred and Twenty-fifth Street last evening at 11:30 o'clock in order to solicit him to order a sympathetic strike among the men of the Metropolitan Street Railway Company. Up to midnight they had not been able to find Mr. Parsons. Mr. Parsons, however, said earlier in the day he would do all he could to prevent a strike on the Metropolitan system.

There were also rumors that a strike of the employes of the Manhattan Railway Company was not unlikely. This rumor, however, can be dismissed as altogether without foundation. The elevated road employes are for the most part satisfied with their positions, and even if they were not they have no organization whatever. A conductor said yesterday: "We get 18½ cents an hour, and have ten hours' work a day, and the conductor on the first car of each train gets 23 cents an hour. When we work extra time we are paid for it. You may take it as certain that we are not going to strike."

The employes of the Metropolitan Company do not seem equally well satisfied with their positions, but the majority seemed to think that the Brooklyn men made a big mistake in striking, and did not seem at all inclined to follow their example.

Chief Devery seemed somewhat anxious about the possibility of a strike on the Metropolitan Company's lines, but would not give any reasons to justify the impression his manner created. He said if one occurred the police would be ready to cope with it.

STRIKE TALK IN QUEENS.

Rumored That Trolley Road Employes Will Go Out in Sympathy at Noon To-day.

The employes of the New York and Queens County Electric Company may quit work at noon to-day out of sympathy with the Brooklyn strikers. The Queens County men have no particular grievances of their own, and they are not thoroughly organized, but the strike may be called to aid in the Brooklyn fight and to tie up as much of the city as is possible. The Company operates all the trolley lines in the upper portion of Queens Borough.

A meeting of the representatives of the conductors and motormen of the road was held last night, at which a committee from the Brooklyn strikers was present. After an hour's secret session men began to leave Nolan's Hall, where the meeting was in progress, and board the cars of the Queens County Company as they passed. These men would talk with the men on the cars. The Queens County men are outspoken in expressing their sympathy with the Brooklyn strikers, and it is thought 80 per cent. would favor a strike.

It was learned on good authority at an early hour this morning that the sympathetic strike is to go into effect at noon today. Detective Peter Kelly of the Seventy-fifth Precinct this morning arrested Frank Martin and Walter S. Chase, two of the men who were boarding cars on Jackson Avenue and holding short conversations with the motormen and conductors on them. Kelly heard one of the men say, he claims, that the strike was to go on at 12 o'clock.

Martin and Chase were seen, it is alleged, to board car after car and speak a few words with each of the men on the car and then alight. As all but one of the branches of the road pass through Jackson Avenue the word was thus easily passed for the strike. Capt. Lynch of the Seventy-fourth Precinct is on guard with all his available men, but as his precinct was stripped to give aid to the Brooklyn men he is in a bad way. Some of his men patrolled the streets all of Saturday night and then were out all day handling the crowds passing through the city, and then had to turn out last night either on patrol or on duty near the headquarters of the employes or at the power house and car house.

Martin and Chase, who were arrested, were both prominent in the 1895 strike in Brooklyn. They were then employed on the cross-town line. Both claim that their actions last night and this morning had nothing to do with any proposed strike, but it is said there is strong evidence against them.

The Brooklyn City line notified the hotel proprietors at North Beach yesterday that the last car would leave the beach at 7 o'clock last night, and it did. Those who remained after that hour had to return as best they could by boat or Queens County trolley.

MEETING OF ELEVATED ENGINEERS.

A meeting of the engineers of the Brooklyn Elevated Railroad was held yesterday afternoon at the Triangle, Halsey Street and Throop Avenue, to consider the offer made to them by President Rossiter to continue in the employ of the company as "electrical engineers" at wages of $2.25 a day when the motive power is changed from steam to electricity. At present the men as locomotive engineers are earning $3.50 a day. General Master Workman Parsons was present at the meeting.

The euphemism of "electrical engineers" by which it is proposed they shall be known, instead of plain motormen, like the drivers of the surface roads, does not act as a very effective coat of sugar to the pill, and the speakers expressed their unqualified dissatisfaction with the terms offered to them.

No decision was reached. The men are not affiliated with the Knights of Labor, but are a branch of the Brotherhood of Locomotive Engineers, and the matter was referred to Chief Arthur of that organization. They will probably follow the advice of their Executive Council, whatever it may be. Sympathy with the strikers of the surface roads was expressed.

The guards of the elevated road are also dissatisfied because they are to have new cap badges served out to them for which they will have to pay $2. "The badges look like coffin plates more than anything else," said a disgusted guard last night, "and even if they were artistic it would still be unjust to charge us $2 when we had already paid a similar sum for the old ones."

Sympathy for the Strikers.

The Social Reform Club, at a meeting held last night at 45 University Place, adopted resolutions of sympathy with the Brooklyn street car strikers. Elwood Pomeroy, the promoter of the recent Buffalo conference of reformers, and the Rev. Dr. J. T. Moran, who attended that meeting, were present at last night's meeting, and told of the work done there.

Tin Plate Men Resume Work.

PITTSBURG, Penn., July 16.—The tin plate workers throughout the country to the number of nearly 50,000 will resume work to-morrow after an idleness of two weeks. The scale fixed at Chicago is based on the price of bars, and the minimum advance over last year's scale is placed at 15 per cent., which will prevail until June 30, 1900. In addition to the 15 per cent. advance the men will receive a further advance of 2 per cent. because of the recent advance of 50 cents per 100 pounds on the price of tin plate.

GEN. FUNSTON FOR PEACE

In Favor of Diplomacy in Dealing with the Filipinos.

DECLARES AGAINST EXPANSION

Can See No Benefit, Except to Big Syndicates and Capitalists, in Retaining the Islands.

Special to The New York Times.

SAN FRANCISCO, July 16.—Rounseville Wildman, Consul at Hongkong, during a visit to Manila interviewed Brig. Gen. Funston of the Twentieth Kansas. Gen. Funston is reported as speaking as follows referring to the subjugation of the Filipinos:

"I believe that there should be a little less gunpowder and more diplomacy. Filipinos are no doubt impressed by the former in a manner they will remember. I think that we should consider them as children, and treat with them accordingly—grant them some concessions which are seemingly of great importance to them; give them some assurance and actual demonstration of our good will and friendship for them and their welfare; win them into our confidence. It can be done, and in such a way that never again will there be rebellion against us in the islands.

"I believe the backbone of this insurrection is broken; in fact, we have given the insurgents such a sound whipping that with any other people the trouble would be ended. If the Filipinos do not give up by the end of the rainy season I am in favor of the Government bringing 100,000 men here and making short work of ending any further resistance, though I believe a little diplomacy at this time would go a long way toward settling the trouble and bringing peace and consequent prosperity to these unfortunate islands.

"Strange as it may seem, I am almost a 'peace at any price' man. When life and property can be saved it is almost crime not to follow that rule, whatever the circumstances be arguing against it. I am a Republican, but am an anti-expansionist, though not a bitter one. Big syndicates and capitalists will be greatly benefited by the retention of these islands, but outside a few exceptional individual cases I can see no advantage in their possession by the United States. The islands are so thickly populated and labor so cheap, there certainly is no inducement for the American laborer."

THE JEWISH CHAUTAUQUA.

First Meeting of the New Organization at Atlantic City.

ATLANTIC CITY, N. J., July 16.—The National Jewish Chautauqua Association held its first business session to-day in the Synagogue here. This is the first meeting of this society, which was instituted through the instrumentality of Dr. Berkowitz of Philadelphia.

The programme to-day consisted of the President's address by Daniel P. Hays of New York, the Chancellor's greeting by Dr. H. Berkowitz of Philadelphia, and an address, "Religious Education from the Viewpoint of Pedagogy," by Prof. G. Bamberger of Chicago. In the evening a popular lecture was given by Simon Wolf of Washington.

VICTIMS OF LOCKJAW.

One Death is Reported and Another New Case Develops.

Patrick Condon, twelve years old, of 566 Greenwich Street, died of lockjaw yesterday afternoon, at the Hudson Street House of Relief. The lockjaw resulted from a pistol-shot wound received on July 4.

Antonio Bianchi, eighteen years old, of 22 James Street, a barber, was removed from his home to Gouverneur Hospital last night suffering with a well-developed case of tetanus.

The young man injured himself on the Fourth of July, shooting off a part of his left hand little finger. He was treated ever since in the Hudson Street Hospital Dispensary, but tetanus developed yesterday.

There is no tetanus antitoxine in the city, as the demand had exhausted the supply. Dr. Shields has charge of the case, and says Bianchi has no chance of life.

FOR SABBATH OBSERVANCE.

Meeting Held by the Sabbath School Workers at Ocean Grove.

Special to The New York Times.

OCEAN GROVE, July 16.—Sabbath school workers and friends of the Sabbath observance movement, turned out in force at the several meetings held here to-day, the morning sermon being preached to the graduates of the Ocean Grove Sunday School and Chautauqua Assembly, now in annual session, and the evening meeting being in the interest of Sabbath observance reform.

There were over 5,000 present at the morning preaching service in the Auditorium. Bishop Fitzgerald presided. Prayer was offered by the Rev. Dr. Thomas O'Hanlon, President of Pennington Seminary. In his petition to the throne of grace, Dr. O'Hanlon prayed fervently for President McKinley and the American soldiers "who are fighting not only for their country, but to make others free and give them the Bible and advanced Christian civilization."

The Rev. Dr. I. W. Hathaway of New York City, General Secretary of the American Sabbath Union, preached the baccalaureate sermon to the graduates of the Sunday School Assembly from the text, "Remember the Sabbath Day to keep it holy."

During the service Bishop Fitz Gerald referred to the fact that the Rev. Dr. Elwood H. Stokes, the beloved President of the Camp Meeting Association, passed away two years ago to-day. As a tribute to his memory, the Bradford Trio rendered one of Dr. Stokes's most popular hymns, "Fill Me Now," the congregation singing the chorus

Over 2,000 scholars attended the Sabbath school, and Dr. O'Hanlon's Bible class, and there were 8,000 present at the surf meeting held at 6 P. M. on the beach at the foot of Ocean Pathway.

The meeting this evening was in the interest of Sabbath observance. Bishop Fitzgerald presided, and addresses were made by Prof. B. B. Loomis, the Dean of the Sunday School Assembly; Mrs. Wellington White of Newark, and the Rev. Dr. Hathaway. The sessions of the Sunday School Assembly will be resumed to-morrow and continue until Saturday.

Arrested on Charge of Blackmail.

Charles Corborsier, a jeweler, was yesterday arraigned before Magistrate Worth in the Gates Avenue Police Court on a charge of blackmail. The prisoner lives at 69 Stuyvesant Avenue, Brooklyn. He was arrested Saturday night as he was leaving the Brooklyn Post Office with a decoy letter which had been sent by Joseph King, the Superintendent of the Anglo-Swiss Milk Company, at Gates and Ralph Avenues. King received a letter a week ago, in which he was directed to send $20 to a certain place under penalty of being exposed for being a gambler. The letter was signed "Nellie Elsemere." King took the letter to the police, and was by them directed to send a decoy letter to the place specified. This he did, with the result as stated. Corborsier was remanded for a hearing.

Murder at Pensacola.

PENSACOLA, Fla., July 16.—M. H. Athey, night watchman on Perdido Wharf, was murdered early this morning while on duty. It is supposed that the murderer crept up behind him and struck him on the head with an iron bar. Athey had been close on the trail of a gang which had been robbing freight cars and stealing brasses from locomotives. It is thought one of this gang murdered him.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

BALTIMORE GIRL ABDUCTED.

Divorced Wife of William Yates Perot Takes Their Daughter.

Special to The New York Times.

BALTIMORE, July 16.—Baltimore society was treated to a sensation to-day when it became known that Mrs. Lettie S. Perot, the divorced wife of William Yates Perot, had come on from London and abducted her eleven-year-old daughter Gladys from the home of W. H. Perot, the child's grandfather, at Woodbrook, Baltimore County. The child's father is a well known club and society man of this city.

When a young man Mr. Perot traveled through South America, and while in Demarara he met Lettie Spinegal, the handsome daughter of a shop owner, whom he married. Mrs. Perot became prominent in Baltimore society, and there was much surprise about seven years ago when the couple were divorced, the father obtaining the custody of the child. Mrs. Perot left the city immediately and was rarely heard from afterward.

The family were in New York on a visit when the abduction took place.

Detectives were put to work on the case, and are directing their energies toward Montreal, Canada, where they think the woman has gone.

NEW FURNACES IN ALABAMA.

Twelve Old Plants Will Be Repaired and Put to Work.

Special to The New York Times.

BIRMINGHAM, Ala., July 16.—By September there will be twelve more furnaces in operation in Alabama than there were last year. Repairs are already in progress on two furnaces long out of blast, and during the past ten days orders for repairs on ten more furnaces have been given. These furnaces include two at Ironton, one at Gadsden, one at Talladega, one at Birmingham, one at Vanderbilt, and one at Ensley.

In several instances the furnaces to be repaired had been out of operation for several years and had been practically abandoned until the recent formation of syndicates, which have bought old furnaces and will rebuild and modernize them. When rehabilitated, these furnaces will have a daily capacity of about 175 tons, and the total additional furnaces will turn out about 1,000 tons of pig iron per day.

It is estimated that they will increase the State's output 200,000 tons over last year. The furnace yards are almost empty, and there is a demand for all the additional pig iron that the furnaces can make. Most of the repair work is being done at machine shops and foundries in this city, the contracts calling for about $200,000 worth.

CARTRIDGES SAVED BLOODSHED.

Indiana Man Used the Wrong Kind in an Attempt to Kill His Family.

MARION, Ind., July 16.—James B. Crosby, a wealthy manufacturer of Marion, attempted to shoot his wife and family about 1 o'clock to-day. Mr. and Mrs. Crosby had domestic trouble and separated last January.

Previous to the separation Crosby transferred to his wife stock in the Crosby Paper Mills and the Marion Strawboard Mills, which are both owned by him, that he might better fight the American Strawboard Trust. After defeating the trust he demanded the return of his stock, but his wife refused to surrender it.

He visited his wife's home to-day while she and her six children were eating dinner, and again demanded the stock. She refused, and he pointed a revolver at her and pulled the trigger. The cartridge failed to explode, and he tried the second.

Mrs. Crosby ran from the house. A son about eighteen years old attempted to strike his father with a chair, and the father attempted to shoot, but the revolver was a centre-fire and the cartridges were rim-fire, preventing a tragedy. The son obtained two revolvers and pursued his father down the street, but was caught and held by a neighbor.

Crosby was arrested, and afte apreliminary hearing was placed under a heavy peace bond. A board to examine into his s

ALTGELD SEES NO CHANGE

Declares the Entire Democracy Is for the Chicago Platform.

SAYS TAMMANY HALL IS TRUE

Cites the Demonstration Created by Mr. Hogg of Texas as Proof of the Sentiment in New York.

Special to The New York Times.

CHICAGO, July 16.—Ex-Gov. Altgeld has made the discovery that Tammany Hall is for Bryan. He told about his find this afternoon when he addressed 300 of his followers, who are arranging a big silver mass meeting for Thursday of the coming week. This is the way the rival of Carter Harrison for the Democratic leadership in Illinois put it to his friends:

"A year ago we were made to believe that the great principles of the second declaration of independence—the Chicago platform—were about to be repudiated. Recently, however, the people have given a little expression to their sentiments, and I want to say the sentiment for the Chicago platform is just as strong to-day as it ever was.

"Six weeks ago we were told that St. Louis was a good place to get sidetracked, and that the party would dump its old principles and take up some new ones. But the old train came down the track and never noticed the siding.

"A few weeks ago there was a meeting at Louisville, Ky., of the National Bimetallic League. We had been told that there was not a silver Democrat in the town of golden-hued Mr. Watterson. When we got there we did not find a gold Democrat.

"About a week ago they held a dollar dinner at Columbus, Ohio. When the atmosphere was cleared it was found that the sentiment of the people there was unanimously for the old platform.

"My friend, ex-Gov. Hogg of Texas, started out to celebrate the Fourth of July down in New York, where they had arranged to launch a boom. They were going to propose a very distinguished man from New York as a Presidential candidate on a gold platform. They sent down to Alabama for a launcher, and when he got through launching the five-minute fellows were called on.

"Ex-Gov. Hogg came along with just a five-minute cracker, but it blew up the whole boom. It demonstrated to the American people what some of us had known before—that the rank and file of Tammany are as true to Bryan as the Democrats elsewhere. Politicians who maintain their power by blackmailing corporations and levying tribute upon officeholders may favor somebody else, but the Democratic heart of New York is for Mr. Bryan.

"I think it is right to give the people of Chicago an opportunity to hear distinguished Democrats from abroad, and I am glad to know that the meeting you are arranging promises to be a gigantic success. It is one preliminary to the mighty struggle that confronts us next year. If some men are there who give expression to sentiments of which you do not approve, I hope you will tell them respectfully, for that is democratic. It is democratic for a man to express his views."

A REVOLT AGAINST BRYAN.

Eastern and Southern Democrats Decidedly Against Him, Saye George P. Keeney—Talk of Gorman.

George P. Keeney, President of the Association of National Silver Clubs, is making a tour of this portion of the country to learn more about the political situation. He had his headquarters in this city during the campaign of 1896, and worked jointly with the Bryan forces. Mr. Keeney represents the out-and-out free silver faction of the Democratic Party. In speaking of the situation last night, he said:

"I do not think that free silver coinage will be made the principal issue in the platform the Democrats will adopt next year. If Mr. Bryan obtains control of the convention, he will, of course, see that silver has a prominent place in the platform; but no man or faction can, I believe, force that issue back into the prominence it had in 1896. The party fears it would have no chance of winning on that old issue. Besides, there is a clamor for new issues and a fight along new lines.

"I do not believe that anti-imperialism will be made the chief or even a conspicuous plank. The best men in the Democratic Party either approve the policy of the Administration or feel that the present course has been inevitable and must be fought through to success. It will not do for Bryan to put himself against the brains and patriotism of the country. Many of his friends have felt that he is only losing ground by his present policy of attacking the Administration's position, and have advised him to fight on ground where he can easily score a victory. We have urged him to attack McKinley for the palpable errors in the conduct of the war. He could score a hit by showing that it was due to the Administration's dilatoriness that so much fighting and slaughter has been necessary, and by showing that our soldiers were actually starved in the field. Anti-expansion won't do. We succeeded last year in electing one Democrat in California merely because he favored the annexation of Hawaii.

"Again, the trusts are not going to be played very heavily as a political card. The Democrats recognize that the trusts have come to stay. They are also confused by the action of such capitalists as Havemeyer and Huntington, and there is a feeling that the trusts have at last got a pretty good stake in the Democratic Party."

Mr. Keeney said that there is a very decided revolt in the South and East against Bryan.

"Gorman is stronger than he is usually considered," he said. "There is strong disposition on the part of Eastern and Southern Democrats to try an Eastern man next year, and Gorman may prove to be a very powerful factor in the result. The Southerners are repeating that the Western combination failed in 1896 and in 1898, and that the chief consideration at this time is success. They will, I believe, demand a Democrat who will unite the East and South, and one who will not in himself revive the old issues upon which we have met only defeat and disaster."

CHICAGO FACTIONS AND BRYAN.

The Nebraskan Thought to Have Cast His Fortunes with Altgeld as Against Harrison.

Special to The New York Times.

CHICAGO, July 16.—William J. Bryan has thrown his fortunes with the Altgeld wing of the Illinois Democracy. A telegram received by the ex-Governor yesterday told the story. It said: "I will be glad to speak at the Auditorium meeting July 20."

This pleasantly worded acceptance of the invitation to the Chicago platform mass meeting is taken by the politicians in this city to mean that the Nebraska apostle of silver is smiling on Altgeld, with his back to Mayor Harrison. On the ground that the Auditorium meeting next Thursday is to be distinctively an Altgeld affair, the chief supporters of Mayor Harrison had hoped Mr. Bryan would not attend. They regard the meeting as simply a prospective demonstration by the Altgeld faction—a phase of the local Altgeld-Harrison fight—and a complication in Illinois Democratic affairs which will be by no means soothed by the presence of the former Presidential nominee.

It is known that a member of the Mayor's Cabinet, once leader of the Populist Party in this State, sent Mr. Bryan a strong letter two or three days ago, setting forth reasons why he should not speak at the Auditorium meeting. Whether Mr. Bryan received that letter is not known to any one in Chicago. Fearing it might not reach him before he received the Altgeld invitation, H. S. Taylor telegraphed him on Friday, asking him to make no reply until the letter which had been mailed should reach him in Lincoln. As his message to Mr. Altgeld was dated from Lincoln July 14, it is possible he had not received Mr. Taylor's message before sending it.

Mayor Harrison has also been invited. The invitation to him was prepared yesterday and mailed, a copy to his residence in Schiller Street and a copy to his office in the City Hall. The Mayor has been fishing for a couple of weeks, and will not return home until to-morrow. It is not yet known whether he will attend the mass meeting.

MAYOR HARRISON A BRYAN MAN.

CLEVELAND, July 16.—Vincent H. Perkins of Chicago, who has been mentioned as the successor of Carter H. Harrison for the Mayoralty of that city, is visiting in Cleveland. In an interview to-day he said that Mayor Harrison was loyal to William Jennings Bryan, and would support him for the Presidency next year. "Mayor Harrison," he said, "will be a candidate for Governor of Illinois to succeed Gov. Tanner, and in 1904 he will be a candidate for the Presidency, and will be nominated."

Mr. Perkins expressed the opinion that ex-Gov. Altgeld had had his day in politics.

CONGRESSMAN DRIGGS TALKS.

Brooklyn Member Visits Washington to Seek Army Appointments—His Views on Politics.

Special to The New York Times.

WASHINGTON, July 16.—Congressman Edmund H. Driggs of Brooklyn, who arrived at the Ebbitt House to-day, will see the President to-morrow and lay before him Brooklyn's claim to appointments in the army. "Brooklyn," he said to-day, "sent out between 5,000 and 6,000 men in response to the President's call for troops, and I think that her prompt and generous response merits some recognition. Yet only two appointments have come her way—those of Beecham of the Astor Battery, and Faulkner of Troop C. The State of New York seems to be getting her share of the appointments, but Brooklyn has been overlooked."

In speaking of the political outlook in Kings County, Mr. Driggs said that the Democrats had never been in such good shape for a campaign. "They are thoroughly united and harmonious," said the Congressman, "while the Republicans are split into quarrelling factions. Mr. Atterbury's plea for independent support does not seem to be meeting with any response. The Democratic administration from Mayor Van Wyck down has been vigorous and efficient, and the independents are satisfied with it. I notice that the Republicans are much pleased with the accession of ex-Mayor Schieren. Now Mr. Schieren is not an independent. He is a stanch Republican, and always has been, though he voted for Seth Low like other stanch Republicans. How can Mr. Atterbury and Mr. Quigg expect to secure a single independent Democrat by promising to name a few lukewarm Republicans to office?"

Mr. Driggs said that the silver issue was dead. He was the only Democratic candidate for Congress in Kings County in 1898 who proclaimed himself to be a gold man. "I hope," he said, "the Republican majority will bring forward a currency bill, so that I can get a chance to vote on it. The Teller resolution put Democrats in a bad position, and I hope they will have a chance to set themselves right."

MR. CROKER'S AUTOMOBILES.

Richard Croker's business interests in the automobile, it is said, may cost him something politically. It is reported that ex-Assemblyman William A. Walker is using Mr. Croker's connection with the horseless vehicles to defeat the Tammany interest in the former's district, on the west side.

Walker is the leader of his district. He lives at 6 Leroy Street, and is sometimes called the "Little Giant" of the river front because of the influence and popularity he has acquired by favoring the pleasure pavilions on the river. Recently he has joined the forces of John C. Sheehan, and has issued a circular to the voters of his district, in which he says he is the anti-Croker leader, as against Councilman Ryder.

In Walker's district a great percentage of the voters of both parties is truckmen. Walker, it is said, has captured most of them by saying that Mr. Croker's automobile company will put them all out of a job in the near future, when the autotrucks come in.

A cartoon is being circulated in the district showing Croker and the Prince of Wales riding together in an automobile, while truckmen and their horses are in idleness.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.
Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.
Carson, Pirie, Scott & Co., Chicago, Ill.; J. A. Kelly, linens and white goods; 115 Worth Street; Hotel Manhattan.
Stein, Bloch Co., Rochester, N. Y.; L. N. Stein, woolens; 718 Broadway; Holland House.
Brown, Thompson & Co., Hartford, Conn.; J. S. Marsden, neckwear; 2 Walker Street; Hotel Cadillac.
Richardson-Roberts-Byrne Dry Goods Co., St. Joseph, Mo.; J. L. Roger, furnishing goods; 51 Leonard Street; Hotel Cadillac.
Arbuthnot, Stephenson & Co., Pittsburg, Penn.; C. N. Hanna, notions, ribbons, and furnishing goods; 95 Franklin Street; Hotel Cadillac.
Carson, Pirie, Scott & Co., Chicago, Ill.; C. E. Woodward, boys' clothing; 115 Worth Street; Hotel Imperial.
Carl, Knott & Co., Grand Rapids, Mich.; S. S. Carl, millinery; Hotel Rivers.
Abrahamson Brothers, Oakland, Cal.; H. Abrahamson, notions and furnishing goods; 48 Leonard Street; Stuart House.
Emery, Bird, Thayer & Co., Kansas City, Mo.; L. W. Lear, domestics and white goods; 396 Broadway; Grand Hotel.
Olds & King, Portland, Oregon; W. P. Olds, cloaks and suits; 438 Broadway; Hotel Normandie.
Kennedy & MacInnes, Pittsfield, Mass.; W. H. MacInnes, woolens and furnishing goods; 45 Lispenard Street; Hotel Normandie.
Fourqurean, J. M., & Co., Richmond, Va.; J. M. Fourqurean, carpets, upholstery goods, furnishing goods, ladies' and infants' wear; R. S. Gray, notions and fancy goods; 38 Crosby Street; St. Denis Hotel.
Kuhn, A. A., Vicksburg, Miss.; notions and furnishing goods; St. Denis Hotel.
Davis & Dozier, Dawson, Ga.; W. H. Davis, notions and furnishing goods; Broadway Central Hotel.
Feinberg, I., Mansfield, Ohio; clothing; Broadway Central Hotel.
Fein, M., Milwaukee, Wis.; clothing; Broadway Central Hotel.
Sisson Bros. & Weldon, Binghamton, N. Y.; J. S. Copeland, silks; St. Denis Hotel.
Gutman & Son, Wheeling, West Va.; L. Gutman, clothing; St. Denis Hotel.
Long, Jonas, Sons, Wilkesbarre, Penn.; F. P. Long, dry goods; 51 Franklin Street; St. Denis Hotel.
Wolf, D., Camden, S. C.; dry goods; St. Denis Hotel.
Hibben, John H., & Co., Cincinnati, Ohio; J. Hess, millinery, laces, and ribbons; 377 Broadway; St. Denis Hotel.
Carson, Pirie, Scott & Co., Chicago, Ill.; W. B. Kennedy, silks and velvets; 115 Worth Street; Westminster Hotel.
Garvin, M. T., & Co., Lancaster, Penn.; M. T. Garvin, notions and furnishing goods; Westminster Hotel.
Adam, Meldrum & Anderson Co., Buffalo, N. Y.; M. Benson, carpets and upholstery goods; 2 Walker Street; Westminster Hotel.
Wolf, S., Danville, Penn.; clothing; Union Square Hotel.
Bacon, Chappel & Co., Syracuse, N. Y.; D. A. Brown, dry goods; New Amsterdam Hotel.
Bareford & Lawson, Louisville, Ky.; C. H. Bareford, millinery and fancy goods; 621 Broadway; Hoffman House.
Bartel, Adam H., & Co., Richmond, Ind.; John W. Coats, domestics, linens, white goods, furnishing goods, and cotton piece goods; 61 Leonard Street; Hotel Albert.
Hale Brothers & Co., San Francisco, Cal.; C. H. Janes, cloaks and suits; 258 Church Street; Hotel Albert.
Newberger, B., St. Joseph, Mo.; millinery; Hotel Albert.
Marks, Rothenberg & Co., Meridian, Miss.; L. Rothenberg, furnishing goods and clothing; 22 Howard Street; Hoffman House.
Doggett Dry Goods Company, Kansas City, Mo.; C. M. Radford, shoes; 2 Walker Street; Hotel Marlborough.
Lazard, C., Company, New Orleans, La.; P. Capdan, furnishing goods; 99 Franklin Street; Hotel Marlborough.
Lowenstein, B., & Brothers, Memphis, Tenn.; S. Folz, flannels, blankets, and woolens; 51 Leonard Street; Hotel Marlborough.
Mayer, Scheuer, Oliver & Co., Cincinnati, Ohio; T. Mayer, dress goods; Hoffman House.
Bryce Bros. & Co., Columbus, Ohio; T. C. Bryce, millinery; Hoffman House.
Emery, Bird, Thayer & Co., Kansas City, Mo.; J. M. Robinson, shoes; 396 Broadway, Hoffman House.
Gans Bros., Baltimore, Md.; C. Gans, umbrellas; Hotel Marlborough.
"Globe, The," Harrisburg, Penn.; B. Strouse, clothing; Hotel Marlborough.
Rubens, C., & Co., Chicago, Ill.; C. Rubens, tailors' trimmings; Hotel Imperial.
Krause Bros., Wheeling, West Va.; D. Krause, clothing; Hotel Imperial.
Newberger, G., Parkersburg, West Va.; clothing; Hotel Imperial.
Eiseman Bros., Washington, D. C.; L. Eiseman, clothing; Hotel Imperial.

MERIDEN COMPANY,
(Int'l Silver Co. Successor
Silversmiths
TRADE MARK
STERLING & PLATE
208 Fifth Avenue—Madison Square.
FACTORIES MERIDEN, CONN. CANADA FACTORY HAMILTON, ONT.

NEGRO LIFE IN THE SOUTH

A Study of the Residents of the Georgia "Black Belt."

MUCH DEPRAVITY IS FOUND

Whisky, Tobacco, and Snuff Used to Excess—The People in the Towns Better than in the Country.

A recent bulletin of the National Department of Labor contains a social study of "The Negro in the Black Belt," by W. E. Burghardt Du Bois, Ph. D. The section selected for this study, Dekalb and Newton Counties, Ga., is not generally, however, considered in "the Black Belt," which is usually indicated, in Government and other maps, as passing through Georgia some little distance to the south of this country. It is noteworthy that the information upon which the study is made was gathered by the members of the senior class of the Atlanta University, a negro institution.

Eleven negro families were selected as typical of a section of country about Doraville, a small village seventeen miles from Atlanta. "In general," says Dr. Du Bois, "these negroes are a degraded set. Except in two families, whisky, tobacco, and snuff are used to excess, even when there is a scarcity of bread. In other respects also the low moral condition of these people is manifest, and in the main there is no attempt at social distinctions among them."

In the eleven families there were 131 individuals, an average of nearly twelve to the family. One family had twetny-one members. The report continues:

"The fecundity of this population is astonishing. Here is one family with 19 children—14 girls and 5 boys, ranging in age from 6 to 25 years. Another family has 1 set of triplets, 2 sets of twins, and 4 single children. The girls of the present generation, however, are not marrying as early as their mothers did. Once in a while a girl of 12 or 13 runs off and marries, but this does not often happen. Probably the families of the next generation will be smaller.

"Four of the 11 heads of families can read and write. Of their children a majority, possibly two-thirds, can read and write a little. Five of the families own their homes. The farms vary from 1 to 11 acres in extent, and are worth from $100 to $400. Two of these farms are heavily mortgaged. Six families rent farms on shares, paying one-half the crop. They clear from $5 to $10 in cash at the end of a year's work. They usually own a mule or two and sometimes a cow.

"Nearly all the workers are farmhands, women and girls as well as men being employed in the fields. Children as young as six are given light tasks, such as dropping seed and bringing water. The families rise early, often before daylight, working until breakfast time and returning again after the meal. One of the men is a stonecutter. He earns $1.50 a day, owns a neat little home, and lives comfortably. Most of the houses are rudely constructed of logs or boards, with one large and one small room. There is usually no glass in the openings which serve as windows. They are closed by wooden shutters. The large room always contains several beds and home-made furniture, consisting of tables, chairs, and chests. A few homes had three rooms, and one or two families had sewing machines, which, however, were not yet paid for."

So much for negro life in the country. The next study is of negro life in a village, Lithonia, the rock quarry of the South. The place is twenty-four miles east of Atlanta, and has a population of between 800 and 1,200. "Nearly all the workingmen of the town," says the report, "are employed in the rock quarries, which furnish the chief business of the village. The negro stonecutters here used to earn from $10 to $14 a week, but now they receive from $5 to $8.50 a week." Less than a dozen houses, it is said, are owned by the negroes. There are two negro schools.

In this community sixteen negro families were studied. These averaged only six to the family. Six families owned homes.

The "study" neglects to show the results of a sharp and instructive competition in this town between the negro laborers and the stonecutters that were brought over from Scotland. The Scotch cutters were used to and could by a single blow of a stone hammer do more toward breaking up a big block of granite into paving blocks than a negro could accomplish in a dozen much harder strokes. The negroes could not readily acquire the knack of doing this work. The result was that they could not earn and did not get the good wages—ranging from $3 to $4 a day—paid to the Scotchmen.

As to the moral and intellectual condition of the negroes in Lithonia, Dr. Du Bois says:

"The morals of the colored people in the town are decidedly low. They dress and live better than the country negroes, however, and send their children more regularly to school. There are three churches—two Baptist and one Methodist—whose pastors are fairly intelligent."

In Covington, Newton County, Georgia, fifty families were studied out of about 300. They averaged only three and three-quarters persons to the family. The men usually earn from $10 to $12 and the women from $4 to $6 a month. There are four negro preachers, who earn about $400 a year, with house rent. There is a great deal of idleness and crime. The mass, however, is said to be composed of "hard-working people with small wages."

Somewhat better conditions were found to exist in Marietta and Athens, Ga., which are larger and more prosperous towns, and where there are a number of industries in which negroes are employed at fairly good wages for that section. "The average negro family can live," says the study, "on from $2 to $4 a week," and the negro hands can earn from 50 to 75 cents a day.

The report sums up the results of this local study of the negro as follows:

"The communities fall easily into three classes: A country district of 131 persons and 11 families; a small village of 101 persons and 16 families; town and city groups of 688 persons and 188 families. In the first class is had a glimpse of the deepest of the negro problems, that of the country negro, where the mass of the race still lives in ignorance, poverty, and immorality, beyond the reach of schools and other agencies of civilization for the larger part of the time. Small wonder that the negro is rushing to the city in an aimless attempt to change, at least, if not to better, his condition. Perhaps, on the whole, this is best; certainly it is if this influx can be balanced by a counter migration of the more intelligent and thrifty negroes to the abandoned farms and plantations. In the second class we catch a glimpse of the small village life with one industry, more material prosperity, but traces of shiftlessness and thrift, immorality and a low standard of life curiously intermingled. In both these classes the sketches furnished are, unfortunately, meagre. In the third class we have a wider field of observation—four thriving Southern towns—but here, again, there is a limitation. We have studied that part of the population which has succeeded best in the struggle of town life, and have seen little of the crime, squalor, and idleness of some of the rest of the negro population. Nevertheless, these 168 families have a peculiar interest. They represent, so far as they go, a solution of the negro problem, in that they are law-abiding, property holding people, marrying with forethought, careful of their homes, working hard in new lines of economic endeavor, and educating their children."

AT THE HOTELS.

WALDORF—P. L. Van Alstyne, Sandusky; George H. Lovejoy, Cincinnati; F. J. Lambert, Norwich, England; Frederick Edwards, England; Robert J. Thompson, Chicago.

HOLLAND—Horace N. Allen, Minister to Seoul, Korea; David Cornfoot, London; Andrew Hall, London.

MURRAY HILL—Randolph Buck, Baltimore; H. S. Brooke, Cleveland; Arthur Thomas, Mexico.

PLAZA—Luther L. Kountze, Omaha; W. J. Stocker, England; H. Freytag, Basel, Switzerland.

MANHATTAN—James McCabe, London; A. Eggert, Berlin.

ALBEMARLE—Senator W. B. Allison, Iowa.

FIFTH AVENUE—L. G. Fisher, Chicago.

ASTOR—O. O. Dixon, United States Army; John Hoadley, Trinidad.

HOFFMAN—B. S. D. Martine, Montreal; E. C. Jackson, Hartlepool, England; Judge Samuel H. Beardsley, Utica.

GRAND—E. H. Dodd, United States Navy.

GILSEY—J. Tinline, New Zealand; C. I. Maddox, England.

STURTEVANT—A. H. Woodhull, London.

LOSSES BY FIRE.

BAINBRIDGE, Ga., July 16.—Last night twenty-seven business houses here were destroyed by fire, which started at midnight. Loss, $50,000.

INQUIRING INTO THE TRUSTS.

Civic Federation of Chicago Sends a Circular Letter to Various Persons Asking Many Questions.

CHICAGO, July 16.—The general Committee on Arrangements for the conference on combinations and trusts, called by the Civic Federation of Chicago, has mailed circular letters to 650 trusts and combinations throughout the country, asking twenty-six questions, such as the number of organizations included in the consolidation, the number yet outside, total original capital of the various concerns now merged, and the present capital employed by the combination, and the effect on prices of products, and the effect on labor as to displacement and rate of wages.

Of the labor unions in the various crafts employed in these combinations, questions are asked as to the effect on wages, hours of work, and the number thrown out of employment by the organization of the trusts. The questions addressed to the 500 National and local traveling men's organizations throughout the country are as follows:

1.—How many commercial travelers in your immediate vicinity have lost their positions owing to trust consolidations?
2.—How many of those discharged belong to your local organization?
3.—What effect have these combinations had regarding the salaries of commercial travelers retained in their employment?
4.—Estimate the number of commercial travelers residing in your locality.
5.—What is your opinion of trusts and industrial combinations, and what is the general sentiment expressed regarding them?

The commission hopes the employment of this system will be that each set of replies may operate as a check upon the others, so that the final result will be an unquestionably accurate lot of data on the essential points at issue in the trust problem—material which will provide basis for argument in the conference. The six questions addressed to the wholesale dealers are as follows:

1.—Are any or all of the articles in which you deal manufactured by a "trust" or combination?
2.—If any, please state what.
3.—To what extent are you able to buy these goods from sources outside of the combination?
4.—What has been the course of prices since the combination on the goods you sell? Please give as full statistics of prices before and after combination as you can, to support your statement.
5.—To what extent do you ascribe the changes which have occurred to the fact of combination, and to what extent are they due to other causes? Give any figures that you can of increase and decrease in supply and demand, in support of your views.
6.—What is your opinion of the general effect of the combinations on your line on (a) the trade—the distributor—and (b) the public—the consumer?

A MEDAL FOR MISS GOULD.

Sixth Ohio Soldiers Grateful for the Cots She Gave Them.

TOLEDO, Ohio, July 16.—During the war with Spain, Miss Helen Gould of New York furnished a number of cots for the soldiers in Cuba, part of which were received by the Sixth Ohio Regiment of this city. The men fully appreciated the gift of Miss Gould, and they at once decided to show their regard for her. The Corporals of each company commenced the raising of funds among the men, and with this money a magnificent medal will be bought and presented to Miss Gould. The design for the medal is a minature canteen, on one side of which will be engraved:

"Presented to Miss Helen Gould by the enlisted men of the Sixth Ohio" and "In recognition of the patriotism of an American woman."

On the other side of the medal will appear a miniature tent, showing the cots instead of the usual bare floor tent. The boys started the fund in Cuba, but the officers did not hear of it until to-day.

BIG VERDICT AGAINST CHICAGO.

Jury Awards Contractors $619,038.81 and One Juror Is Accused.

Special to The New York Times.

CHICAGO, July 16.—Weir, McKechnie & Co. have won their suit against the city. The jury that heard the evidence in Judge Haney's court returned a verdict last night awarding the contractors $619,638.81. The final day's proceedings were made sensational by the repeated and vain efforts of Corporation Counsel Walker and his assistants to have the whole case taken away from the jury on the ground that the actions of Juror J. D. Tobey had been suspicious. After the verdict had been announced, the Corporation Counsel again denounced Tobey, and said that the evidence against him would be submitted to the State's Attorney. Notice of appeal from the verdict was given.

The firm of Weir, McKechnie & Co. constructed 20,000 feet of what is known as Station 3 of the Northwest Land Tunnel. This tunnel extends from near the Lake Shore to Springfield Avenue and Bloomingdale Road, near Humboldt Park, where it is to connect with the pumping station. It is asserted by the contractors that the grade of the tunnel was changed twice without due notice. They allege that, owing to these changes, which they were finally compelled to adopt, the tunnel had to be run through a shale deposit, which was exceedingly expensive to work. They requested the city to allow them extra money. This demand was refused, and the contractors quit work on the tunnel, alleging that the change in plans made the contract unprofitable. They then brought suit for $1,000,000 against the city.

The city itself is now carrying on the work of completing the tunnel.

Striking Glassblowers Upheld.

ATLANTIC CITY, N. J., July 16.—Strong resolutions in support of the striking glassblowers at Bridgeton, N. J., which were adopted at yesterday's session of the Bottle Blowers' Association of America, now in session in this city, were given to the public to-day by the officers of the convention. The resolutions declare that the strike is justified, and was provoked by the manufacturers, who brought it on with the intention of gaining public sentiment. The convention affirmed the rights for which the strikers are contending, and pledged themselves to support the strikers and their cause to the end.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

8:10 A. M.—192 Waverley Place; G. Zunnstag; damage, $50.

1:35 P. M.—849 Lexington Avenue; M. Banks; damage, $25.

5:30 P. M.—122 East Twenty-third Street; Brueneck's photograph studio; damage, $1,000.

7:50 P. M.—26 Madison Street; A. Le Briala; damage slight.

8:05 P. M.—203 Stanton Street; unknown; no damage.

9 P. M.—56 Beach Street; Edward Mulligan; damage $1,000.

THE WEATHER.

LOCAL FORECAST.—Showers, brisk southerly winds, becoming westerly.

Thunderstorms and rain have occurred from the Mississippi Valley to the Atlantic Coast; rain has also occurred in the Red River of the South Valley and in the Middle Rocky Mountain region. The storm, central Saturday night in the Upper lake region has moved to New York. The pressure has rapidly risen over Newfoundland, Sydney reporting 3.30 inches, or a raise of .26 since Saturday night. Excessive temperatures have been recorded as follows: Charlotte, 100; Augusta and Nashville, 98; Raleigh, Atlanta and Montgomery, 96; Lynchburg, Norfolk, Jacksonville, Memphis, Knoxville, and Louisville, 94. This heat has been broken in Tennessee, North Carolina, and Virginia by thunderstorms, and will be broken in the remaining districts by thunderstorms this afternoon or to-night. Showers may be expected to-day in the North Atlantic, Middle and East Gulf States, and on the Middle Atlantic Coast, showers to-morrow in the Southern portion of the East Gulf States, and generally fair elsewhere. Fresh to brisk southerly winds will prevail on the North Atlantic Coast, and variable winds on the Middle and South Atlantic Coast.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.—		TIMES.
	1898.	1899.	1899.
3 A. M.	72	71	76
6 A. M.	70	71	75
9 A. M.	76	70	78
12 M.	83	78	89
4 P. M.	87	81	89
6 P. M.	86	83	87
9 P. M.	76	79	81
12 M.	72	76	80

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square 81½
Weather Bureau 76½
Corresponding date 1898 ..... 77½
Corresponding date for last twenty-five years. 74

The maximum temperature yesterday was 84 degrees at 6 P. M., and the minimum 70 degrees at 8 A. M. The humidity at 8 A. M. was 100 per cent. and at 8 P. M. 75 per cent.

HOW CAPT. TILLY MET DEATH.

Letter from the Philippines Gives Particulars of the Killing of the Signal Corps Officer.

Special to The New York Times.

HELENA, Mont., July 16.—James Swan of Helena to-day received the following letter dated Iloilo, May 31, giving the details of the death of Capt. George H. Tilly of the Signal Corps, who was killed in the Philippines on May 28 last:

"On May 21 Capt. Tilly, as guest of the English Cable Company, on board their cable ship Recorder, left for Cebu, situated south of here. They were to repair the cable, and on their return home stopped at Escalante, a small town on the Island of Negros. The Captain of the steamer Recorder asked Capt. Tilly to change his uniform for that of a civilian, but Capt. Tilly had been told before leaving Iloilo that the citizens of Escalante were very peaceful and loyal to the United States, so did not think it was necessary to change his clothes. This was on the 27th of May.

"They were given a fine reception on shore. Provisions and wine were offered them, and while making some changes in the power house the natives lent a hand and helped them lift the cable. All at once, without any warning, a volley was fired at them from ambush. Capt. Tilly and three men started to swim across a small river to gain shelter from the insurgents, while the Captain of the Recorder ran toward, and got into his launch. Cutting the fastening with an axe he immediately started for his ship to get his crew and arms. Of the three men who accompanied Capt. Tilly one escaped. The last he saw of Capt. Tilly was the Captain swimming very feebly in the water and being rapidly overtaken by a canoe load of natives.

"Upon the return of the Recorder's crew armed, and asking for Capt. Tilly, about 200 insurgents armed came down the beach and said that Capt. Tilly was all right. 'Come ashore and get him,' they shouted. As the Captain only had twenty men, he returned to the Recorder and started full speed for Iloilo for reinforcements. Upon his arrival here Gen. Smith, with one company of the Eighteenth Regular Infantry, immediately started for Escalante. Upon their arrival there the body of Capt. Tilly was the first thing discovered floating in the water. It was bloated, and the face was pounded all to pieces, one eye being gouged out, and his face and head one mass of cuts and bruises. It seems that the insurgents had beaten him to death with their paddles when they overtook him in their canoe."

W. B. Boulter, the writer of the letter, is Sergeant of the corps formerly under Capt. Tilly's command.

DEMANDS OF CUBAN OFFICERS.

One Wanted a Position and Another Came Down from $75 to 10 Cents.

HAVANA, July 16.—A Cuban Major called at the palace yesterday to ask an interview with the Governor General, whom he said he would ask to give him an appointment in the Custom House. Lieut. Castle, of Gen. Brooke's staff, informed him that he must make his application in the usual way, setting forth his qualifications, and submitting a certificate of good moral character. To this the Cuban officer replied that he had earned the position by fighting for the revolution, and that, if he did not get it, he would take to the woods, as several others had done.

In the afternoon another applicant, a negro Lieutenant, insisted on seeing Gen. Brooke, in order to make a personal demand for $75. He said he needed the money, and insisted upon waiting. After an hour or so the man, who looked fat and happy, asked Lieut. Castle for the loan of 10 cents.

WANT MILES SENT TO MANILA.

Bostonians Vote to Send a Letter to the President.

Special to The New York Times.

BOSTON, July 15.—The Sunday afternoon "patriotic meetings," which are now held in Berkeley Temple instead of the People's Temple, are a Boston institution. They were originally anti-Roman Catholic meetings, and they now very often partake of that character. Often other topics of a political or semi-political nature are taken up, and to-day this meeting, which is always attended by 2,000 or more people, unanimously adopted this resolution, amid great applause:

"Resolved, that a letter be forwarded to President McKinley asking that Gen. Miles be sent to take command in the Philippines until such time that the islands are fit for freedom."

CUBAN AND AMERICAN IDEALS.

A Havana Paper Says Money Rules in the United States.

HAVANA, July 16.—El Diario de la Marina says:

"If the human ideal is material interest, then the United States possesses the highest form of civilization; but, thank God, the Spaniards and Cubans have been taught in a nobler school. The predominating influence in the United States is capital. Monopoly, coupled with the use of machinery, has only served in the United States to curb personal intellectual endeavor, to disappoint such ambitions, and to make culture and knowledge hardly worth the candle.

"It is only necessary to glance through the columns of the American newspapers in order to find letters and interviews from returned officers which have gradually changed the entire American sentiment toward Cuba. While the Americans may be richer, stronger, more active, and more businesslike than ourselves, they cannot claim to be cultured, not even to the degree of Spain's Cuban offspring."

CUBAN BANK'S GOLD DIVIDEND.

Spanish Institution Decides to Pay in American Coin.

HAVANA, July 16.—The Banco Español, the largest financial institution in Cuba, announced recently a semi-annual dividend of 3½ per cent., payable in American gold. The Advisador Comercial, the leading finance journal, which professes to be shocked at this sudden change of policy on the part of the bank, says:

"Its capital is Spanish. Why is not the dividend made payable in Spanish gold? Certainly the idea must be to please the Americans in order to gain future banking favors. For no other reason can we see why the bank did not declare 3:85½ per cent. in Spanish gold."

A prominent banker says the real reason of the bank's action is a desire to place its capital upon an American basis, particularly since Spanish silver is greatly inflated. He thinks it will be only a matter of months before silver is reduced to its former level, and that it is better to get upon the American basis before that reduction is accomplished. It is understood that for several weeks the bank has been getting rid of a large deposit of silver, and has consequently made immense profits. The Santiago branch bought last Autumn more than $1,000,000 in silver at 50 cents on the dollar. This now stands at 84.

Favors Killing Cuban Banditti.

HAVANA, July 16.—The Commercial says: "The worst method of treating the banditti is the legal method, as it puts honest men at the mercy of robbers and frontier law. The best method is to capture them, let them try to escape, and then kill them. The reason why Mexico now has immunity from bandits is that she has followed this course."

KILLED THE "MISSING LINK."

Showman Now Says It Was a Monkey, but Is Held for Murder.

CHICAGO, July 16.—A dispatch from Bonesteel, S. D., says:

"Upon the question whether his victim was brute or human depends Archie H. Brower's guilt or innocence of the crime of murder. Brower was one of the owners of a small tent show which came here for exhibition. Among their attractions was a creature of seemingly a higher form of animal life than a monkey and lower than a man. Brower and his partner called the animal the "missing link," and laid great stress on the alleged fact that no one was able to say whether it belonged to the human or the brute creation.

"Brower now avers that the freak was a monkey. In a scuffle with it the showman became angry, and, seizing a heavy club, dealt his antagonist a hard blow over the ear, from the effects of which it died in a few hours. The local authorities immediately placed Brower under arrest on a charge of murder. At the preliminary hearing his lawyers set up the defense that their client did not take the life of a human being, but the Magistrate bound him over to the Grand Jury."

SOLDIER'S MOTHER WAS DYING.

He Violated Orders and Left His Regiment to See Her.

ALBANY, Ore., July 16.—Frank M. Girard, a member of Company I, Oregon Volunteers, has arrived here from San Francisco in violation of orders. On reaching San Francisco Harbor, and while still on shipboard, he received a telegram that his mother, who resides near Monmouth, was dying, and asking him to come at once. He applied to the officer for a furlough, offering the telegram as a reason, but it was refused. By the aid of a sympathetic comrade he was let down by a rope into a small boat and went ashore, taking the train at once for home. He says that he will return to his regiment in a few days.

Tarantula's Bite May Prove Fatal.

MINNEAPOLIS, Minn., July 16.—Mrs. Andrew J. Hammond, wife of a grocer, is critically ill as the result of having been bitten this morning by a tarantula, which was in a bunch of bananas. The creature fastened itself to her index finger and inflicted several bites. Mrs. Hammond fainted, and her husband called a doctor. To-night he ent

The Wanamaker Store.

Par Value of Words

IN this business the advertising is kept under a severe management that forbids inaccuracy. Any mistake or lapse from truth would be quickly detected by our own inspection and adequately punished.

Few business people understand the true values of words—exaggeration rules at large. To make you comprehend that fancy never poses as fact under our trade-mark is the mission of this column.

There is much yellow journalism in advertising. The accurate advertiser suffers for it. When the world accepts our words at par—their true value—the old Stewart Store will not contain our customers.

It is now midsummer. But enough will believe the following to fill the store to-day.

Household Linens

Heaps of proof tell us that New York has discovered that we keep a Linen Store. Experts in linens are scarce. Often buyers of big stocks are fooled about flax. That's why there are so few stocks of pure linens.

All our linens are made of pure flax—we know that's true.

To-day we offer Housekeeping Linens at losing prices. Irish, Scotch and Germans share the losses with us. Prices advancing in Europe. Prices declining at Wanamaker's. Spare the paradox. Take the bargains.

TABLE LINEN—By the yard.
30c. yd.—Almost white; 63 in.; 40c. kind.
45c. yd.—Full bleach; Scotch; 67 in.; 50c. kind.
50c. yd.—Cream; 72 in.; 60c. kind.
67c. yd.—Full bleached; 67 in.; 80c. kind.
85c. yd.—Irish and German; 71 in.; $1 kind.
NAPKINS
90c. doz.—Grass bleached; 18 in.; $1.15 kind.
$1.40 doz.—Pure white Scotch; 20 in.; $1.75 kind.
$1.80 doz. for the 20 in.; were $2.25.
$1.90 doz. for the 24 in.; were $2.50.
$2.50 doz., German, 26 in.; were $3.25.
TABLE CLOTHS
$1.50—Grass bleached German; 69 x 70 in., $1.80 kind. 70 x 72 in. size at $1.85 instead of $2.50.
$4.50—Double damask, Irish; 2x3; $7 kind.
$5.50—Double damask, Irish; 2½x3; $8.50 kind. Napkins to match, at $6 doz.; were $9.
$5.50—Bleached, Flemish; $8.50 kind.
$6.50—Bleached, Flemish; 2 x 3½, 2½ x 3; $10 kind.
$8.50—Bleached, Flemish; 2½ x 4; $11.50 kind.
$5.50 doz.—Napkins to match; $7.50 kind.
$1.20—Fringed, colored borders; 66x70; $1.50 kind.
$1.60—Fringed, colored borders; 66x88; $2 kind.
$1.90—Fringed, colored borders; 66x103; $2.50 kind.
TOWELS
60c. doz.—Knife cloths, unhemmed; $1.20 kind.
72c. doz.—Bleached huckaback, 16x18 in.; $1 kind.
96c. doz.—Bleached, fancy weave; $1.20 kind.
$1.20 doz.—Glass towels; colored stripes; unhemmed; $1.92 kind.
$1.50 doz.—Irish huckaback; hemmed; $1.80 kind.
$1.50 doz.—Huckaback, fringed; fine or heavy weaves; $2.16 kind.
$1.80 doz.—Turkish bath; heavy quality; $2.16 kind.
$2 doz.—Roller crash; 17x88 in.; $3 kind.
$2.16 doz.—Huckaback; hemmed ends; $2.75 kind.
$2.16 doz.—Damask, by the yard; $3 kind.
$2.25 doz.—Twilled stable rubbers; $3 kind.
$2.50 doz.—German, fancy weave; $3 kind.
$2.90 doz.—Basket weave; German; $3.60 kind.
$3.90 doz.—Bath towels; snow white; $4.80 kind.
$6 doz.—Bleached huckaback; hemstitched; satin borders; $7.20 kind.
TOWELINGS
7c. yd.—Bleached twilled; 10c. kind.
8c. yd.—Plaid glass; 10c. kind.
9c. yd.—German damask; 14c. kind.
11c. yd.—Bleached huckaback; 15c. kind.
12½c. yd.—Bleached twilled; 16c. kind.
HEMSTITCHED BED LINENS
Pillow Cases, 25c. and 35c. each.
Bolster Cases, 90c. each.
Sheets, ¾-bed size, $1.50 each; double-bed size, $1.75 each; double-bed size, extra long, $2 each.

Fourth avenue.

Boys' Clothing

Healthy boys destroy clothes and thus establish their human rights.

Handsome boys should be well dressed. Homely boys should be still better dressed.

The buying of boys' clothes usually affects the rotundity of the pocket-book like an elephant's tread.

Here's to the boy, his clothes, and his father's pocket-book! The beauty of the clothes will give the boys "style," the quality will challenge service, the prices will lift up the father's heart with joy.

Our eldest advertiser never expected to make an offer on boys' clothing like the following:

At $2.50—Suits with double-breasted sack jackets, sizes 7 to 16 years. Honest and handsome—double would be fair for many of them.
At $3.50—Similar shape and sizes to the foregoing. English and Scotch styles with all the impress of high-cost custom tailoring.
At $5—Similar shape and sizes to the foregoing. Very choice imported stuffs.
At $8.50—Similar shape and sizes to the foregoing. Highest grade boys' clothing in the market.

For Small Boys

At $5—Norfolk suits, very elegant, 3 to 10 years. Sorts that by every claim of equity should cost you $8.50 to $10.
At $4—Sailor suits. A collection from the best absolutely; sizes 3 to 12 years. They ought to cost you $6 and $7.
At $3—Sailor suits of blue serge, sizes 3 to 12 years. They are variously trimmed, afford an excellent choice and should cost at least $4 to $4.50.

Second floor.

Dress Silks Being anxious to close many small lots of French, Swiss, Italian and American dress silks, we have cut them into waist, skirt and dress lengths and they will be sold at half prices.

They include Brocades, Taffetas, Satin Duchesse, Gros-grain Brocades, rich gray and write Brocades, fancy satin and silk stripes. A splendid collection of high-class goods.

Also will be first shown to-day four special bargains in Japanese and India Silks that by their cheapness will command your interest:

First—Black Japanese Silk at
30c., instead of 50c. yard.
Admirable quality, infinitely soft, fine, long-wearing; expressive of elegance. 600 yards.

Second—Black Habutai Silk at
40c., instead of 50c. yard.
The strongest quality; as effective as taffetas for linings, and more durable; decorative for trimmings, delightful for cool dresses, waists or petticoats; 5,500 yards. All of fast Lyons dye, all carefully selected; no "seconds."

Third—Black Japanese Silk at
50c., instead of 65c. yard.
Serviceable, fashionable, in pronounced favor.

Fourth—Printed India Silks at
40c., instead of 65c. yard.
44 designs; nearly all new; pretty; figures, stripes and polka-dots in varied combinations. Strong as cotton, light, cool, almost diaphanous. One-third of them subject to the inconsiderable imperfections in printing—you'd find it hard to discern them. The rest absolutely perfect. Some few were offered Saturday at 55c. All 65c. values. Treasure troves at 40c. a yard.

Main Aisle.

Low-Water Mark On Cotton Dress Goods Prices Here's a list of the stuffs—all fresh, desirable fabrics—with their former fair prices and the present cost to you. Compare them and find saving:—

6c. yd.—Printed Batiste; 10c. and 12½c. qualities.
8c. yd.—36-in. Colored Crashes; 20c. quality.
10c. yd.—Woven Striped and Plaid Pique; 30c. quality.
10c. yd.—Solid Colored Fancy Madras; 25c. quality.
15c. yd.—Irish Printed Dimities; 25c. quality.
18c. yd.—Scotch Striped Galateas; 30c. quality.
20c. yd.—Scotch Oxford Cheviots; 30c. quality.
25c. yd.—Printed Swiss Muslins; 45c. quality.
25c. yd.—Printed Organdie Raye and Carreaux; 37½ and 40c. qualities.
25c. yd.—Lace Striped Piques; 75c. quality.
25c. yd.—Embroidered Polka Striped Gingham; 65c. quality.
25c. yd.—Lace Striped Polka Dot Gingham; 60c. quality.
25c. yd.—Embroidered Polka Dot Cotton Canvas; 70c. quality.
25c. yd.—Broche Bayadere Striped Shepherd Check Gingham; 50c. quality.

Rotunda and Fourth avenue.

A Clear-Up Of Silk Waists Two lots that include numerous excellent bargains. Good styles, all of them, but some are soiled or mussed just a bit—not nearly enough to make such changes in their prices as these that follow:—

$2—Solid color taffeta and satins; some with plaited, others corded fronts; turquoise, red, cerise, and navy blue. Values $4 and $5.
$5—Taffetas, solid colors, and fancy stripes on light or dark grounds; various styles of plaiting and cording; 12 attractive styles. These were $7.50 to $9.

Girls' Shirt Waists Half Prices Winsome waist for maidens. Percales, cheviots, madrases, ginghams, in girlish patterns. Made to wear, designed to attract. Cool, well fitting, shapely, at

Half Prices and Less

Take note:

At 35c. each—175 waists; broken lots; cheviots and percales; sizes 8 to 14 yrs.; value 85c.
At 50c. each—100 waists; value $1.
At 75c. each—50 waists; value $1.50.

$1 Shirt Waist For 65c. Another prize shirt waist:

Sheer drop-stitch lawn; full front, yoke and plaited back; high detachable collar; laundered cuffs; cool, well-made, durable; were $1; now 65c.

Second floor, Fourth avenue.

Women's Shoes Why do shoes go down while leather goes up? Never mind why. Take the shoes and be thankful.

Some women's shoes offered to-day, made in latest shapes and of best leathers, are at prices that make traders wonder.

Women's shoes of black kidskin, flexible soles, button and lace; all sizes but lacking the narrow widths, and for that reason to be sold at

90c. a Pair

Women's shoes of black kidskin with fancy cashmere tops, cool and elegant; only laced. They are shoes that we have sold at $2.50, and are to be closed at

$1 a Pair

Men's Shoes 250 pairs men's tan colored shoes that are splendid for country uses and are of full $3 quality. All sizes in the broader widths. They are to be sold at

$1.40 a Pair

Fifth floor.

Parasols and Umbrellas at Reduced Prices Powerful cheapness in each item. In the various groups mentioned below are sunshades for every taste. And umbrellas, neat and worthy.

FOR WOMEN
At $1 each—150 parasols. Values up to $2.50.
At $1.75 each—300 umbrellas and parasols. Values, $2.25 to $5.
FOR CHILDREN
At 50c. each—100 parasols; various kinds; India or Taffeta silk. Values up to $1.

On sale at 10 A. M.

Broadway.

Hosiery and Underwear Men's and Women's All of this is seasonable wear, all of desirable styles and qualities. Note these reductions:

WOMEN'S HOSIERY
3 pairs for 50c.—Fast black lisle thread, ribbed, some with colored silk-embroidered fronts. Also fast black cotton, fine gauge. Were 25c. and 38c. a pair.
At 25c. a pair—Fast black lisle thread, embroidered in colored silks; plain, ribbed or with lace ankles; were 50c. a pair.
WOMEN'S UNDERWEAR
At 15c. each—White ribbed vests; low necks; genuine Swiss cotton or lisle thread; were 25c. each.
At 35c. each, 3 for $1—Low-neck vests, Swiss ribbed cotton or silk-mixed; lace trimmed; all silk, plain; were 50c., 75c. and $1.
MEN'S UNDERWEAR
35c., 3 for $1—Shirt and drawers, silk finished balbriggan; pink, fawn and lavender; and mercerized cotton; sky blue and flesh color. All sizes in stock, though not all in each kind. Were 75c. and 85c. a garment.

On sale at 9 A. M.

Broadway.

Dressmaking to Order In the dressmaking parlors on the fifth floor are some twenty models of costumes and waists—all new and original. They are to be sold at half. This notice is distinct from the several recently printed about Paris costumes.

Popular Book-buying There is a wealth of information in our little catalogue of "Books for Summer Reading;" mailed to any address upon request.

The rainy day, the quiet evening, the nook in the woods call for books. Many now on sale here are so cheap that if lost you'll not miss the cost. Good literature, too.

The Book Store, Ninth street.

Half Prices for Bedroom Chairs And Rockers Over six hundred pieces—all brand new, fresh from factory, bright, good-looking, high-grade pieces,—and yet half prices. It's the fact that will interest you. Never mind the why or wherefore. These kinds:

CHAIRS.
At $1.75, were $3.50—Maple or mahogany finish; fancy turned spindled back and back posts; hand caned seats.
At $1.75, were $3.50—Oak, birch or mahogany finish; banister back, hand-caned seat.
At $2, were $4—Birch or mahogany finish; fancy turned spindled back; hand-caned seat.
ROCKERS
At $2.25, were $4.50—Oak, birch or mahogany finish; banister back; hand-caned seat.
At $2.50, were $5—Birch or mahogany finish; turned spindled back; hand-caned seat.

Fourth floor.

Lace Curtains 1,200 pairs of fresh and perfect Lace Curtains upon which large price reductions are made merely to stimulate mid-season sales. We cannot replace these goods at the prices, but our policy demands activity, and if needful we will make losses to keep the store hustling:

NOTTINGHAM LACE CURTAINS
$1.85 to $1.20, $2.25 to $1.50, $2.65 to $1.75, $3.15 to $2, $3.50 to $2.35.
IRISH POINT LACE CURTAINS
$3.75 and $4 to $2.75, $5.50 to $3.75, $6.50 to $4.25, $8 to $5.40, $9.75 to $6.50, $10 and $10.50 to $7, $12.25 to $8.25.
BRUSSELS LACE CURTAINS
$9.75 to $6.50, $10 to $6.75, $19.50 to $13, $21 to $14, $25 to $16.50, $26 to $17.35.

Third floor.

Aprons To grace mistress or maid at the household tasks:—

WHITE LAWN
At 25c.—Satin stripe border; deep hem; wide sash
At 40c.—Deep hem; bib front and bretelles embroidery trimmed.
At 50c.—Deep hem; nine fine plaits; wide sash.
At 65c.—Deep hem; bib and square bretelles hemstitched.
At 85c.—Deep hem; bib front; bretelles; insertion; wide sash.
At $1—Deep hem; plaited bib front; straps; edged with embroidery.
GINGHAM
At 18c.—Checked; brown or blue.
At 25c.—Very wide; pocket; broad sash.
At 40c.—Very wide; bib front and large pocket.
Maids' Caps, 10c. to 65c.
Nurses' Caps, 15c. to 75c.

Second floor, Tenth street.

Typewriters Whenever an intelligent typewriter operator carefully investigates the Wanamaker-Wellington a convert is made. It combines strength, durability, simplicity and ease of action. Therefore it heads the list of *Standard Writing Machines*. Price, Sixty Dollars.

Refrigerators The Odorless Refrigerator has the factors of perfection. A perfect circulation of cold dry air; butter or milk rests uncontaminated next fish or cheese. Greatest economy in the use of ice. Price $15 to $41.25. Other good models:—

"The Eddy," $15 to $65.
"The Puritan," $7.25 to $27.
Ice Chests, $3 to $21.

Fifth Floor.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth Avenue, Ninth and Tenth Streets.

AMERICAN TEAM'S CHANCES

Englishmen Admit Doubts of an Oxford-Cambridge Victory.

A JOINT COMMITTEE MEETING

Burke and Quinlan's Status Declared to be Satisfactory—Harmonizing Anglo-American Rules.

Special to The New York Times.

LONDON, July 16.—The coming contest between the Oxford-Cambridge and the Yale-Harvard teams excites a great deal of discussion as to the result. As I cabled yesterday, there is not an American here who is not ready to wager all that the American team will win.

Englishmen are weighing the chances very carefully. In the opinion of those I have sounded who may be considered good judges of such events, the result is doubtful, and this is admitting much for Englishmen. A great deal, these observers believe, will depend upon the sprints.

BRIGHTON, England, July 16.—The joint committee having charge of the forthcoming athletic contests between the teams of Yale and Harvard and Oxford and Cambridge Universities at the Queen's Club, West Kensington, London, held its first official meeting at the Hotel Metropole this afternoon.

The Englishmen came from Eastbourne and took luncheon with the Americans. Mr. Evart W. Wendell of Harvard presided, and among those present were Messrs. Joseph B. Morrison, Charles H. Sherrill, and Holcombe J. Browne, on behalf of the Americans, and Messrs. C. N. Jackson, T. C. Vassall, and A. Hunter, on behalf of the home team.

The meeting proved most satisfactory, the greatest good feeling being displayed on both sides.

The status of Messrs. Burke and Quinlan of the American team was thoroughly discussed, and the conclusion arrived at was that no objection to them would hold for a moment. Mr. Jackson was very emphatic in denouncing the English newspapers that originated the controversy.

He asked the Associated Press to make it plain to the American newspapers that neither he nor his colleagues would in any circumstances have considered any objection to either Mr. Quinlan or Mr. Burke.

"The fact that these gentlemen, Mr. Wendell and his fellow-committeemen, who are of such high standing in amateur athletics, vouch for them is entirely sufficient," said Mr. Jackson, "and if any objection should be raised again to either, it will not proceed from the Oxford-Cambridge officials, and will not have the sympathy of Oxford or Cambridge men."

The main object of to-day's meeting was to harmonize the Anglo-American amateur athletic rules, which vary in some minor particulars. In order that the contests may be carried out under conditions that shall be indisputable, it was agreed that the hurdle races should be run under American conditions, over loose instead of fixed hurdles, and that each side should follow its own custom in hammer throwing. It was also agreed that the high jump should be taken from the turf in the centre of the grounds, instead of the cinder path. Some minor details with regard to the long jump were also adjusted.

The order of events has yet to be arranged. On the American side there has been no definite choice of the actual competitors for the hundred-yard and hurdle races. It is possible that in these cases alternate names may appear on the programmes.

The sports will begin punctually at 4 o'clock in the afternoon, as the Prince of Wales will be obliged to leave at 5 o'clock for his yacht in the Solent.

The committee will meet again at the Queen's Club next Tuesday to complete the final arrangements.

The American team did not practice to-day. The men went to church in a body this morning, and went for a drive this afternoon. To-morrow morning they will leave for London, and will take their further practice at the Queen's Club.

YALE-HARVARD MEN PRAISED.

Sporting Life Gives High Compliments to the Americans.

LONDON, July 17.—The Sporting Life this morning speaks in the highest terms of the appearance and performances of the Yale and Harvard men, and says:

"The English athletes will have to wake up if they wish to get anywhere near the American hammer throwing record. The hammer of our visitors appears to have a decided advantage over our style of implement."

The paper expresses disappointment at the style of Messrs. O. B. Spitzer and P. Smith of Yale.

The Sportsman is also immensely taken with the splendid physique of Messrs. W. A. Boal and H. J. Brown of Harvard. It says that Boal especially "looks good enough to shine at anything." But it admires most of the American team, remarking that the difficulty will be to select the competitors where all are so good.

The Sportsman specially mentions Messrs. Burke and Quinlan and lays stress upon "the splendid manner in which the Americans have been drilled in starting."

AMERICAN WHIST CHAMPIONS.

Ninth Annual Tournament Comes to an End at Chicago—Buffalo Whist Club Wins a Trophy.

CHICAGO, July 16.—The ninth annual congress of the American Whist League came to an end early this morning at the Auditorium Hotel. The Hamilton Club Trophy and the championship for teams of four go to the Buffalo Whist Club; the Chicago Duplicate Whist Club secures the Minneapolis Trophy and championship for club pairs, and the American Whist League Challenge Trophy becomes the prize of the St. Paul Club. These are the principal trophies for which the expert whist players have contended during this tournament, the East being pitted against the West.

The contest for the Minneapolis trophy was the last to be determined. So close was the playing of the eight pairs entered in this contest that a difference of only 5½ points stood between the lowest score and that of the winners.

The contests for the Hamilton and American Whist League Trophies were also closely contested, three clubs being tied in the former and two in the latter. The three leaders in the race for the Hamilton Club Trophy were the Buffalo Whist Club, the Philadelphia Whist Club, and the Heyer Club of Racine, Wis. Buffalo secured the prize, defeating Racine by four tricks, and then vanquishing Philadelphia by three tricks. In the contest for the American Whist League Trophy the St. Paul Club defeated the Athenaeum Club of Toronto, its closest competitor, by thirteen tricks.

Canadians and Philadelphians to Row

It was unofficially announced yesterday by an official of the Middle States Regatta Association that a special match race had been arranged between the senior eights of the Pennsylvania Barge Club of Philadelphia, and the Argonauts of Toronto, who are now in England. The Pennsylvanians have decided to make the race, and the Canadians have sent word they will row. It is proposed to make the race the feature of the Middle States Regatta on Labor Day, and John Wanamaker will give a $1,000 cup to the winning crew.

ROCKAWAY PARK TROLLEY ROAD

Injunction Vacated, Workmen Began Last Night to Lay the Tracks.

Two hundred men, under Contractor Edward Roache, at 9 o'clock last night began to lay tracks for a trolley road through Rockaway Park, Queens Borough. In April last the New York and Rockaway Beach Railroad began to construct its road through the Rockaways. August Weidemann, representing the Rockaway Park Improvement Company, obtained an injunction forbidding the work through property in which the company was interested. On Friday last Justice Maddox, sitting in Brooklyn, vacated the injunction, and last night the work of getting down the rails was begun. The road is to be finished, or nearly so, by the time court opens this morning. Two policemen are on guard to prevent trouble.

"TOD" SLOAN'S MISFORTUNE.

Reported for Disobedience, His Backers Want Him to Return to the United States.

Special to The New York Times.

LONDON, July 16.—"Tod" Sloan, who won two races on Saturday, has been reported to the Stewards of the Jockey Club. He is charged with disobedience at the post. It is stated that his backers wish him now to return to the United States. It is apparently felt by them that his standing has been somewhat injured by his misfortune and that his popularity is waning.

THE CRICKET CHAMPIONSHIPS.

Team B of the Knickerbocker Athletic Club Has a Clear Lead.

The tie for the cricket championship of New York has at last been broken, and Team B of the Knickerbocker Athletic Club has now an undisputed lead for first place. The defeat sustained by the Manhattans on Saturday was a costly one for them, for it reduced their standing in the championship race from a tie for first place to third.

In the individual records, M. R. Cobb's big batting average has been reduced to 72.25. H. C. Wright, C. H. Clarke, and F. F. Kelly have all averages over 50, and of the men who have played in at least two innings thirty-one have got into the double-figure list. The records:

METROPOLITAN LEAGUE.

	Played.	Won.	Lost.	D'wn.	P.C.
Knickerbocker A. C., Team B	5	4	0	1	1.000
Knickerbocker A. C., Team A	6	4	1	1	.800
Manhattan	6	3	1	2	.750
Staten Island	5	2	3	0	.400
New York	5	1	4	0	.200
Newark	5	0	5	0	.000

NEW YORK CRICKET ASSOCIATION.

	Played.	Won.	Lost.	D'wn.	P.C.
Paterson, Team A	4	4	0	0	1.000
Brooklyn	7	3	3	1	.500
Kearny	5	2	2	1	.500
Manhattan	4	1	1	2	.500
Kings County	7	2	3	2	.400
Paterson, Team B	5	1	4	0	.200

Paterson Cricket Team Defeated.

Special to The New York Times.

PATERSON, N. J., July 16.—The Brooklyn Cricket Club, champion of the New York Cricket Association, gained a victory over the local eleven here yesterday by the narrow margin of 14 runs, thereby advancing its chances considerably for this year's pennant. R. Harrand bowled in capital style for the winners, and J. Pedlow made a fine stand for 31. For Paterson, the best work was done by J. Forrest, with 21, and F. Hilton, with 13. The totals were: Paterson, Team B, 60; Brooklyn, 74.

BICYCLE RACES AT VAILSBURG.

Murphy's Exhibition Ride, Paced by Motor Tandem, a Disappointment.

The usual Sunday afternoon bicycle races, under the direction of the New Jersey Racing Association were held yesterday afternoon at Vailsburg, near Newark, N. J. About 5,000 people attended. Charles M. Murphy was the star attraction. He gave an exhibition on the wooden track, paced by C. S. Henshaw and J. W. Judge, on the recently imported French motor tandem. The run was one mile, and the time was one minute and fifty-four seconds, or nearly one minute more than it took Murphy to go a mile when he was paced by a Long Island locomotive. The motor tandem had no wind shield, and it is claimed the pacing was very irregular. The motor tandem went half a mile alone in forty-eight and three-fifths seconds.

The races began at 3 o'clock and were well contested. The summaries:

Quarter-Mile Novice—In Five Heats.—Won by Floyd Krobs, Wyoming, N. J.; W. J. Keefe, Newark, second; William Hummel, Union Hill, third. Time—0:32 1-5.
Quarter-Mile Open, Professional.—T. F. Fisher, Chicago, first; Owen S. Kimball, Louisville, Ky., second; Iver Lawson, Chicago, third. O. V. Babcock, New York City, fourth. Time—0:32 1-5.
Half-Mile Amateur Handicap.—W. E. Mosher, New York, first; A. W. Ross, Harrison, N. J., second; J. H. Hunter, Kearny, N. J., third; C. E. Ayres, Newark, fourth. Time—0:59 3-5.
Two-Mile Handicap Race, Professional.—J. Eaton, Lorraine, N. J., first; O. V. Babcock, New York, second; A. B. Stone, Denver, Col., third; O. S. Kimble, Louisville, Ky., fourth. Time—4:20.
Two-Mile Amateur Handicap Race Between a Triplet and Three Tandems.—Won by A. W. Ross and J. H. Hunter, Newark; triplet ridden by G. C. Schrieber, J. H. Lake, and W. E. Mosher of New York, second; tandem ridden by Wahrenberger and Nye of Newark, third.

LONGSHOREMEN GO ON STRIKE.

Employes of the Pennsylvania Ask for an Increase of Wages.

About 300 longshoremen, loaders and freight handlers employed on the Pennsylvania Railroad Company's Piers Nos. 27, 28, and 29, North River, went on strike yesterday afternoon, demanding an increase of wages from 17 cents to 20 cents per hour. Agent Townsend, in charge of the piers, received his first intimation of the strike when a delegation of workmen called at his office about 5 o'clock yesterday and made their demands. Mr. Townsend told them that he was unable to accede to their demand until he had communicated with his superiors, and asked the men to return to work at the old rate for a week, pending his efforts to have the increase granted them. The delegation retired and went across to West Street, where a crowd of 700 men were congregated. The strikers then decided to refuse to go to work, and together with their sympathizers made demonstrations which required Capt. O'Brien and twenty-five policemen from the Leonard Street Police Station to suppress.

There was much perishable freight on the bulkhead and in the cars on floats moored alongside the piers, and these, it was said, would be taken back to New Jersey, where the cars would be unloaded.

SMOKE IN TUNNELS.

Compressed Air Used for Its Prevention in Italy.

From The Worcester (Mass.) Spy.

Prof. Mosso talked interestedly on his latest work in Italy, that of clearing the railway tunnels of smoke and bad air. "Genoa, in Italy," he said, "is the finest harbor of the country, and a great deal of shipping is done to and from Southern Germany, Austria, and points in Italy by rail. There is a long tunnel not far from Genoa, through which about 200 trains a day pass. These necessarily leave an immense amount of smoke in the tunnel, and as the air is bad, the coal does not burn well, filling the tunnel with poisonous gases. I was asked what could be done to prevent this.

"We tried two methods. First, we experimented with compressed air, having large cylinders of steel filled with air at the pressure of 50 atmospheres. The cylinders were about five feet long and two feet broad, made to resist the enormous pressure. These we placed in the tender of the locomotives, and in passing through the tunnel allowed the air to escape. This pure air blew back the smoke and cooled and purified the atmosphere.

"The second method was with compressed pure oxygen. This was allowed to escape from the cylinders into the fires of the engines, causing a complete combustion of the coal, and preventing the formation of dangerous gases, as well as making the air purer by the addition of oxygen.

"They will use the compressed air method, as it is cheaper and almost as good as the oxygen. You have in this country some tunnels, but not so many trains pass through them in a day. Genoa is becoming the greatest seaport on the Mediterranean, surpassing Marseilles in France. All the exports from South Germany, Austria, and North Italy go to Genoa. The day I finished that work I left for America. It was my last labor in Italy before leaving, and was a great experiment."

David Copperfield.

From The Philadelphia Record.

It is known among literary people that Charles Dickens considered "David Copperfield" the best of his novels, but occasions when he actually expressed that opinion are so rare that it is worth while to recall an incident which happened while he was in Philadelphia. Mr. Chapin, father of Dr. John B. Chapin, the expert on insanity, was at that time at the head of the blind asylum here. Raised type for blind reading was just coming into vogue, and, desiring to have one of Dickens's books printed in that way, Mr. Chapin took advantage of an introduction to the great novelist to ask him which of his works he considered the best, and mentioned the reasons why he wanted to know. Dickens answered "David Copperfield."

Don't Be Asleep!

Think of it! The suit of clothes usually sold for $30, and which we never made for less than $15, made to your order until Sept. 10 for $12.00.

STOCK includes the newest novelties shown this season, amongst which are the new Bradford check and stripe, wide and narrow ribbed serges in all colors. Hot weather Heather Fabrics and Homespuns.

Suit to Order for $12.00 at the 60-Day Sale.

These are tailor clothes, made by men tailors, made in clean workrooms on our own premises.

July 10 to Sept. 10—No longer.

Cohen & Co., TAILORS. *Northwest Corner Nassau & Ann Sts., N. Y. (Entire Building).*

Famous for Half a Century

as a remedy for Gout, Enlarged Joints, Rheumatism, etc.

Londonderry Lithia Water

a pure, natural, mineral spring water. Endorsed and prescribed by leading physicians, and sold everywhere.

Nature's Tonic for the Weak.

FERRATIN "FEED THE BLOOD" TABLETS

50 tablets in a box. Sold by all Druggists.

Ferratin Tablets put iron in the blood; this increases the blood's oxidizing power; appetite is stimulated, every function of the body reaches its normal standard, weight and strength increase, and perfect good health results quickly. Prescribed by Physicians Everywhere.

FIRE IN NAVY STOREHOUSE.

Many Thousand Dollars' Worth of Clothing Damaged by Flames and Water in the Brooklyn Yard.

Storehouse No. 33 in the Brooklyn Navy Yard caught last night at 9 o'clock and burned for an hour. Many thousand dollars' worth of sailors' clothing and of stewards' provisions, stored in the building, were damaged by water.

The fire, the origin of which is unknown, was first discovered on the top floor of the building, used as a workroom. Two alarms of fire called out the fire reserve from the cruiser Detroit and receiving ship Vermont, the fireboats Van Wyck and Boody, and half a dozen engines from Brooklyn. The entire top floor was destroyed by the fire, but the other damage was all from water and smoke. The watchman in the building did not know that it was afire until the alarm was sounded.

The building during the daytime is in charge of Storekeeper Putnam. It had been closed all day yesterday.

"DIVINE HEALER" IN BELLEVUE

Sold Salve to Excited Patients Until Discovered and Ejected.

In some unexplained way a man who claimed to be a Christian Scientist, a "divine healer," and able to cure every disease that flesh is heir to, got into Bellevue Hospital yesterday. He told the patients that the physicians of Bellevue were their worst enemies, and were merely using them as experiments for the benefit of the "better element."

The man, who wore many diamonds, large and small, had some small boxes of salve which he wanted to sell at 50 cents per box. He also had a lot of elaborate cards; on the back of each was a cross in red with the name "P. J. Dervin, 285 Bowery." On the back of his card, also, was the announcement that he and the Saviour were able to cure every manner of disease.

Dervin got one poor fellow in the last stages of consumption worked into a fever of excitement by the promise of a cure in three days if he would get out of the hospital and give him $50 for his salve.

Dervin had managed to get through several of the wards and sell some of his "medicine" before he was discovered. He then left the hospital by the most direct route, and he was handled none too gently. Superintendent O'Rourke said he would have thrown the fellow out of the nearest window if he had found him. The patients were all more or less excited over the visit.

SHERIFFS VISIT ROCKAWAY.

No Gamblers Found, but Excise Violators Were in Evidence.

Under Sheriff William Methven, with Chief Deputy Joseph De Bragga and a number of Deputy Sheriffs from Sheriff Baker's office, visited Rockaway Beach yesterday in search of gamblers, but found none. Under Sheriff Methven, after a tour of the beach, said he never in his experience saw it so orderly and so little violation of the law. The visit was the result of the claim that gambling games were run on the beach without the police interfering.

The police of the precinct made four arrests for excise violations. Those arrested, it is claimed, served beer and ran concerts at the same time.

GIRL STUNNED BY LIGHTNING.

Bolt Which Struck House in Far Rockaway Ran Down Chimney Into Room.

Lightning struck the chimney of Dr. William H. Nammack's house at Far Rockaway, Queens Borough, yesterday afternoon and tore the chimney to the mantel in the parlor. The mantel was wrecked. Dr. Nammack's daughter, who was in the room, was partly stunned. The house was filled with an odor of sulphur, but did not take fire.

The flagpole on the public school was also struck. The trolley station was struck twice within a few minutes, and all the fuses were blown out, but no serious damage was done.

Time for American Unity.

From The New Haven Register, (Dem.)

As it is evident that Aguinaldo represents only a section of the Filipinos, and in fighting the United States is animated chiefly by a desire to establish himself and his immediate followers in control of the islands, why should there be any disagreement among the American people as to the necessity of putting down the revolt of which he is leader, and establishing order in the Philippines? We hear that outside of Luzon there is a friendly disposition toward the United States, and also that other Filipino leaders would like to accord with us, but hesitate to do so through fear of Aguinaldo. Between suppressing the revolt and abandoning the archipelago to the mercy of a desperate faction of the islanders, there appears to be no honorable middle ground for American occupancy.

It is certainly no time to counsel evasion of the new and heavy responsibility imposed upon us by the ratification of the treaty of peace with Spain. From such shirking of a plain duty to the millions of people in the Orient with whom we are forced by circumstances to deal, only National disgrace can come. We are bound to do our best to make them sharers with us in the benefits of a higher civilization than they have ever before known. It goes without saying that to the accomplishment of this result the restoration of order in the islands is an indispensable preliminary. On this point there should be no important difference of opinion among Americans. The thinking people of the country must see that the present is a good time to "get together."

INCREASED LAKE TRAFFIC.

Business Exceeds Expectations of Ship Owners—More Coal and Ore than Can Be Carried.

CHICAGO, July 16.—The Lake Marine News Bureau to-morrow will say:

"The boom in lake traffic has at midsummer exceeded even the expectations of the most sanguine vessel owners at the opening of navigation last April. The advance in rates has been steady from week to week, first in one great line of traffic and then another, until it has reached the highest figures paid during the Summer months in this decade. Still, with the advancing carrying charges, freight has steadily accumulated. There is more coal to be carried than there are ships to take it; there is more ore to go from the mines to the furnaces than vessels, and were it not for the new position of the great trunk lines of railroads from Chicago to the seaboard, grain would be accumulating at upper lake ports for lack of tonnage to carry it to Eastern and foreign markets.

"Wages on lake vessels and on docks have been advanced from 10 to 15 per cent. Practically every demand of the labor unions, excepting that of the grain shovelers at Buffalo, has either been granted or a satisfactory compromise reached.

"The direct cause of the boom in lake business is the great activity in the iron and steel trade. The iron mining companies are putting forth every effort to get down all of the ore possible from the mines before the close of navigation. Notwithstanding their efforts, the movement of ore is not sufficiently large to meet the demands of all the furnaces. The Illinois Steel Company, at South Chicago, is 250,000 tons short of what it ought to have at this time of the year. The great steel plants in Ohio and Pittsburg are little better off, but they will need every ton they can secure. Less than three months ago even vessel men believed a dollar rate from Lake Superior was a thing of the past, yet the iron mining companies are now paying that figure for ships outside of their own fleets.

"It seems likely that the Northwest, supplied with coal from Lake Superior, will be in a bad way for fuel owing to the steadily advancing figure in coal freights from Ohio ports. Instead of moving their stocks early in the season, the coal shippers pursued the tactics which had been so successful in the years of depression. They got together and made an agreed rate, more than which they would not pay. The result was that when the coal ought to have been going forward, ships were running back to Lake Superior without cargoes. At last, when the coal shippers found that they were under new conditions and were not masters of the situation, as they had been since the panic, they began to bid up, but in the meantime return freights had also advanced, and they were as bad off as before. Vesselmen say that it is now impossible, with the ships to be had, to take a sufficient supply of fuel to the Northwest for the coming Winter regardless of rates.

"From now until the close of navigation there will be nothing but rush in the lake business. Thus far the losses from disaster have been exceedingly small, and the season to date is as profitable to the underwriters as to the vessel owners."

A LIVE MAN'S FUNERAL.

A Japanese Who Saw That Everything Was Done Decently.

From The Chicago Record.

A curious incident is related by the Japanese papers. Mr. Kumekawa of Kobe, like every other intelligent Japanese, desired that his funeral should be attended by ceremonies appropriate to his rank and social position, and in order that he might not be disappointed in this respect, having reached his seventh-seventh year, and feeling that his days were numbered, he determined to have his funeral in advance and make the arrangements himself. Therefore on the day appointed his relatives and friends were invited to his house and gathered around an empty coffin with all the paraphernalia of mourning and engaged in the most elaborate Buddhist ceremony that could be devised. Mr. Kumekawa sat at the head of the casket and watched with interest all that was going on.

After the ceremonies at the house were concluded a procession was formed which marched through the principal streets to the cemetery, Mr. Kumekawa walked in front of his own coffin. The floral offerings were numerous and beautiful. The Kobe City Band led the procession and played modern airs, while at intervals were groups of dancing girls and members of the theatrical profession who performed pantomime allegories to illustrate the nobility of Mr. Kum

ON THE BASEBALL FIELD

New Yorks Lost to St. Louis Team on Weehawken Grounds.

BARELY ESCAPED A SHUT-OUT

McBride's Pitching Baffled the Local Players, Who Fielded Poorly—Score 10 to 2.

How the Clubs Stand.

Club.	Won.	Lost.	P. C.
Brooklyn	52	24	.684
Philadelphia	46	27	.630
Boston	47	28	.627
Chicago	43	29	.597
Baltimore	42	30	.583
St. Louis	44	32	.579
Cincinnati	36	37	.493
Pittsburg	35	39	.473
New York	33	42	.440
Louisville	30	44	.405
Washington	25	51	.329
Cleveland	12	62	.162

Games To-day.

Chicago in Brooklyn.
Pittsburg in Boston.
Cincinnati in Philadelphia.
Cleveland in Baltimore.
Louisville in Washington.

The New York and St. Louis baseball teams played before a good crowd at the grounds of the West New York Field Club, in Weehawken, yesterday, the locals being outplayed. Unlike the game of Saturday, some of the New York players made errors on the easiest chances, and this, coupled with indifferent pitching, gave the Westerners an easy victory. Colcolough pitched for five innings, Gettig relieved him, and did fairly well until the last inning, when the St. Louis team enjoyed a batting matinée.

McBride, a youngster who was formerly a member of the Manhattan College team, pitched for the Westerners and baffled the locals. He became a bit unsteady in the third inning, enabling the locals to save themselves from a shut-out. Blake played a brilliant fielding game for the visitors. In fact, they all fielded well. Davis, Gleason, Van Haltren, and Grady did the best work for the locals.

The Westerners were the first to score in the third inning. After Blake and McBride were retired, Burkett lined a clean single to left. Childs got a base on balls and Heidrick hit safely, scoring Burkett. In the New York's half of the third inning they got 2 runs. After two were out, Tiernan reached first on Wallace's fumble. Davis was hit by a pitched ball, and Doyle got a base on balls. Gleason rapped the ball past first for two bases, scoring Tiernan and Davis. O'Brien got a base on balls, but the inning ended when Grady forced O'Brien at second.

St. Louis's fourth inning netted 3 runs, due to wretched fielding. Cross got a base on balls, and O'Connor followed with a hit to left, quick fielding holding Cross on second. Cross reached third when the ball was thrown to second to catch him napping. Criger hit an easy grounder, which Doyle fumbled, allowing the batter to reach first and Cross to score. Doyle picked up the ball and threw wildly to second, intending to catch O'Connor. The latter reached third and Criger second before the ball was recovered.

O'Connor scored on Blake's long fly to Van Haltren, and Criger by good sprinting reached second before the ball was returned. McBride got a base on balls and was forced at second on Burkett's grounder to Gleason. The play enabled Criger to reach third. Burkett started for second, and when the ball was thrown to Davis, Criger started for the plate. Davis returned the ball and Warner touched the runner before he reached the plate, but dropped the ball. Childs got a base on balls, but Heidrick ended the fun by hitting to O'Brien.

St. Louis got a run in the fifth through the poor fielding of Colcolough. With one out, Cross got a base on balls and reached second on a wild pitch. Grady made a brilliant stop of O'Connor's fast grounder, but Doyle dropped the ball, although Grady made a good throw. The error enabled Cross to reach third. It was at this stage that Colcolough made a blunder.

Criger hit the ball straight to the pitcher, He had plenty of time to stop Cross from scoring, but lost his head and threw to second instead, forcing O'Connor. Blake ended the inning.

Gettig went in to pitch in the sixth, and the visitors were easily disposed of. In the following inning hits by Heidrick and Wallace, aided by the former's steal, counted a run.

Three baggers by Heidrick and Wallace, singles by Childs, O'Connor, and Blake, and Grady's error gave St. Louis 4 runs in the ninth inning. The score:

NEW YORK.	R	I	B	P	O	A	E
V.H'ren, cf.	0	1	3	0	0		
Tiernan, rf.	1	1	2	0	0		
Davis, ss.	1	1	5	3	0		
Doyle, 1b.	0	2	9	1	0		
Gleason, 2b.	0	1	2	3	0		
O'Brien, lf.	0	0	2	0	0		
Grady, 3b.	0	2	1	5	1		
Warner, c.	0	0	3	1	1		
Colcol'gh, p.	0	0	0	0	3		
Gettig, p.	0	0	0	0	0		
Total.	2	7	27	17	5		

ST. LOUIS.	R	I	B	P	O	A	E
Burkett, lf.	1	1	1	0	0		
Childs, 2b.	1	1	3	4	0		
H'drick, rf.	2	3	2	0	1		
Wallace, ss.	1	2	3	2	0		
Cross, 3b.	1	3	0	1	2		
O'C'nor, 1b.	1	3	10	0	0		
Criger, c.	1	0	3	1	0		
Blake, cf.	0	1	5	0	0		
McBride, p.	0	0	0	1	0		
Total.	10	11	27	10	1		

New York	0	0	2	0	0	0	0	0	0	—2
St. Louis	0	0	1	3	1	0	1	0	4	—10

First base by errors—New York, 2; St. Louis, 3. Left on bases—New York, 2; St. Louis, 2. Bases on balls—Off Colcolough, 5; off McBride, 4. Struck out—By Colcolough, 1; by Gettig, 4; by McBride, 4. Three-base hits—Heidrick, Wallace. Two-base hits—Davis, Doyle, Grady, Gleason. Stolen bases—Gettig, Burkett, (2,) Cross, Heidrick. Double play—Childs, Wallace, and O'Connor. Hit by pitched ball—Doyle, Davis. Wild pitch—Colcolough. Passed ball—Warner. Umpires—Messrs. Emslie and McDonald. Attendance, 2,800.

Other Games.

Rochester, N. Y.—Rochester, 2; Worcester, 0.
At Minneapolis—Buffalo, 7; Minneapolis, 2.
At Albany—Albany, 8; Auburn, 1.
At Montreal—Springfield, 10; Montreal, 7.

ROWING ON THE HARLEM.

Many Oarsmen Who Took Part in the Long Island Regatta Were Out.

Harlem River oarsmen were unusually active yesterday, considering the fact that the majority of them spent Saturday on the water taking part in the Long Island Regatta. The activity, however, may be ascribed to the fact that the majority of the events in the regatta were won by Harlem River crews, and yesterday visits and congratulations were in order. The Nassau Boat Club, whose junior and intermediate crews won events in which they were entered, kept open house all day, and there were many visitors to see the eleven cups, which include the Eagle and Rogers, and the two banners which they captured.

Both crews were in the water yesterday, and Capt. Mackey said that they would probably be entered in the Middle States Regatta with the Powers brothers, who will row junior double, and William Mehrhoff, who will row junior single.

At the Harlem Rowing Club's house the members were not quite so hilarious, as their four was beaten. Jack Nagle, however, announced that he would enter the same crew in the National Regatta. This crew and Mulcahey and Kafka of the Dauntless Rowing Club are the only entries from the Harlem for the National.

The Atalantas, Metropolitan, and Lone Star Boat Clubs held barge parties during the day, and the Nassau Boat Club surprised the frequenters of "Scullers' Row" by launching an eight-oared shell, which was manned by the following crew: Toop, bow, Osenkop, No. 2; Cox, 3; Breuel, 4; Edward Smith, 5; De La Vergne, 6; Frank Smith, 7; Harold Cleaver, stroke, and Capt. Mackey. The Nassaus very seldom launch their eight shell, but now that their crews have met with so much success both in the Harlem River and in the Long Island Regattas there is some talk of organizing a junior eight crew.

The Harlem Rowing Club's eight barge made a trip up the river manned by a crew composed of T. McKnight, W. Gerard, No. 3; M. Davis, 3; G. Thompson, 4; C. Maise, 5; G. Sommers, 6; W. Williams, 7; J. Nagle, stroke, and Heraty, coxswain. The club will give a barge party and dance at the boathouse Saturday evening.

IN THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway;

By Peter F. Meyer & Co., foreclosure sale, George C. Austin, referee, 10 Beekman Place, west side, 76 feet south of Fiftieth Street, 18.10 by 90, five-story stone-front dwelling. Due on judgment, $8,682.

By Bryan L. Kennelly, foreclosure sale, M. L. Hollister, referee, 36 Vandewater Street, south side, 107.3 feet west of Pearl Street, 17.4 by 50.2 and irregular, two-story brick building. Due on judgment, $4,461.

BIG TROTTING MEETING.

Grand Circuit Horses to Contest on the New Clark Track Near Yonkers—Many Big Purses Offered.

The first big trotting meeting that New York has known for years will open at the new track built by ex-Corporation Counsel Clark between Yonkers and Mount Vernon on Monday, Sept. 4, and will continue for the balance of the week. It will be a Grand Circuit meeting, and more money will be distributed among the owners there than ever before at a trotting meeting.

The track, on which 1,500 men have been working to have it ready, is nearing completion, and the builders guarantee that it will be one of the fastest as well as the handsomest in the country.

Secretary Toman has arranged the following programme for the six days:

MONDAY, SEPT. 4.

The Manhattan, all trotting stallions; closed; $5,000.
2:18 Class, pacing; purse, $1,500.
The Van Cortlandt, 2:20 trotters; closed; $3,000.
The Mosholu, 2:15 pacers; closed; $3,000.

TUESDAY, SEPT. 5.

The Speedway, Greater New York Speedway trotters; prize, cup.
2:07 Class, pacing; purse, $2,000.
2:14 Class, trotting; purse, $2,000.
Dash, one mile and an eighth; (particulars announced later;) purse, $700.

WEDNESDAY, SEPT 6.

2:04 Class, pacing; purse, $2,000.
2:22 Class, trotting; purse, $1,500.
2:13 Class, pacing; purse, $1,500.
Dash, one mile; (particulars announced later;) purse, $600.

THURSDAY, SEPT. 7.

The Empire City, 2:12 trotters; horses to be named Aug. 21; closed; $5,000.
The Pelham, 2:25 pacers; closed; $3,000.
The Bronx, 2:16 trotters; closed; $3,000.
Dash, one mile; (particulars announced later;) purse, $600.

FRIDAY, SEPT. 8.

The Dunwoodie, 2:10 pacers; horses to be named Aug. 21; closed; $5,000.
The Hudson, 2:25 trotters; closed; $3,000.
Dash, one mile and a quarter; (particulars announced later;) purse, $800.
2:18 Class, trotting; purse, $1,500.

SATURDAY, SEPT. 9.

Free for all, trotting; purse, $2,500.
Dash, one mile and a half; (particulars announced later;) purse, $800.
2:10 Class, trotting; purse, $2,000.
Reserved for classes to be announced later; purse, $5,000.

The Speedway race will be one of the most interesting on the programme, for it will bring out a large number of well-known men in this city who are regular road drivers, and who will not allow expense to stand in the way, if they can win. Already several fortunes have been spent by the members of the Speedway brigade for horses that will enter the contest. It will bring out in the sulky such men as Nathan Straus, Albert Kerker, John Rudd, and numerous others. The race is open to all trotters owned in New York City that have not been started in a public race in 1899, and the conditions are: "Only amateurs to drive, and an amateur is interpreted to be a person who has never driven race horses as a means of livelihood, nor ever accepted compensation for driving; drivers to carry weight to rule; mile heats, best two in three, to road wagon; entrance free; five to enter, three to start; prize, a silver cup, value $500.

Card at Brighton To-day.

FIRST RACE.—Handicap for two-year-olds. Six furlongs.

Pounds.		Pounds.	
Montanic	126	Avenstoke	112
Maribert	123	Peaceful	111
Vulcain	122	Frelinghuysen	110
Big John	117	Frank Webb	106
Goldone	116		

SECOND RACE.—For fillies two years old, non-winners of $500 to carry 105 pounds. Five furlongs.

Her Ladyship	105	Pompadoura	105
Smoke	105	Diffidence	105
Flower of Gold	105	The Laurel	105
Cheesestraw	105	Mimicry	105
Be Be S.	105	Lady Uncas	105
Elsie Kip	105	Orcad	105
Jugglery	105	Leon d'Or	105
Dolly	105	Indian Fairy	105

Also eligible to start should any of the above scratch:

Swift Water	105	The Amazon	105
Eileen Daly	105	Calea	105
Lindemere	105		

THIRD RACE.—For maiden three-year-olds; selling. Five furlongs.

Impartial	105	Halo	100
Asthore	105	Exit	100
Morose	105	Waterhouse	97
Emigre	102	Touraine	97
Disturber	102	Reeves	97
Cavalleria	102	Sagasta	97
Veracious	100	Klondyke Queen	95
Lioness	100	Saccharine	95

Also eligible to start should any of the above scratch:

Sunny Stream	102	Ann Belle	100
Kilarma	102	Lady Harriet	100
Inneennamara	100	Our Annie	95
Whim	100	Rose O'Lee	95

FOURTH RACE.—Handicap, for three-year-olds and upward. One mile and a sixteenth.

Merry Prince	126	Lackland	114
Glorian	124	Formero	113
Maxine	123		

FIFTH RACE.—For three-year-olds and upward; selling. Five and one-half furlongs.

Floronso	129	Judge Tarvin	120
Montanum	125	Gala Day	120
Blarneystone	125	Tabouret	117
Imperator	125	Mail Bag	115
Bob White	122	Winepress	113
Larva	122	Emigre	113
Utopia	122	Bettie Gray	112
Athy	120	Peace	108
Princess Bonnie	120		

SIXTH RACE.—For three-year-olds and upward; selling. One mile.

Handsel	108	Barataria	103
Estaca	106	Rare Perfume	98
The Dauphin	106	Hard Knot	97
Marshall	106	Bona Dea	96
Charentus	104	Sky Scraper	95
Greatland	104	Pell Mell II	95
Mariti	103	Ed Tupton	94
Rossiter	103	Handcuff	94
Toddie Ladle	103	Tyrshena	89

STATE PARK AT WATKINS GLEN.

Commissioners Have Been Appointed to Make the Survey of Lands to be Opened to the Public.

Special to The New York Times.

WATKINS, N. Y., July 16.—A new era has dawned upon the famous Watkins Glen at this place by the process of creating this natural wonder into a free State park reservation.

At the last regular session of the Legislature a preliminary bill was passed, which has become a law, under which Commissioners have been appointed to make a survey of the Glen, and such adjacent woodlands on either side as they may deem desirable to have embraced in the proposed park. They are also to ascertain the prices at which the Glen and other properties can be purchased, and report their proceedings to the next Legislature for final action.

To those who are unfamiliar with Watkins Glen it may be said by way of explanation that it is a wild, irregular, winding, and wonderful gorge, with rocky walls on either hand, 150 to 300 feet high, and steep wooded banks, rising hundreds of feet above its highest towering cliffs and beetling crags.

Through this rugged and narrow chasm, ranging from about 50 to 350 feet wide, courses a mountain stream of crystal-clear water, which is broken into numerous falls and cascades of indescribable beauty, and among its many other marvelous features are numerous mysterious and curious rock carvings and markings, the work of thousands of years, weird grottos, narrow rock channels and rapids, and many pools in the bed of the stream, some of which are fifty feet deep.

This Glen, with its manifold scenic attractions and charms, seems indeed well worthy of being transformed into a State reservation park, for the free delectation of all the admirers and lovers of nature. It was first opened to the public, as a Summer resort, July 4, 1863, and has since been visited annually by thousands of people from all sections of the country and many from foreign lands. When it becomes a State reservation park the number of its visitors will, as a natural consequence, be greatly increased from year to year. Prof. Agassiz, the distinguished scientist, visited Watkins Glen several years before his death, carefully noted its geological features, and expressed the opinion that it had taken 250,000 years for the stream that flows through it, aided by the wintry frosts and other corroding elements of nature, to carve out and form this wondrous mountain gorge.

Glen Bridge crosses Watkins Glen over a mile and a half west of its entrance. It is an all-steel structure, 165 feet above the Glen stream and 450 feet long, presenting a startling picture of great interest to Glen visitors.

The Village of Watkins, the locality of the celebrated glen bearing its name, is situated at the head of Seneca Lake, in Central Southern New York, and is the county seat of the County of Schuyler. It has a population of 3,000, and, in part because of its proximity to the lake and glen, is a very attractive village. It has all the modern village improvements, and contains many princely residences.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	79¼
Corn, No. 2 mixed	40¼
Oats, No. 2 mixed	30
Flour, Minnesota patents	3.95
Cotton, middling	6 3-16
Coffee, No. 7 Rio	.06
Sugar, granulated	.05½
Molasses, O. K. prime	34
Beef, family	10.00
Beef, hams	27.25
Tallow, prime	.04⅜
Pork, mess	9.50
Hogs, dressed, 160-lb	.06
Lard, prime	5.55
Butter, Western creamery	18½
Iron, Northern, No. 1 foundry	19.50

CHICAGO, July 15.—Flour steady; patents, $3.50@$3.60; straights, $3.20@$3.30; straights, Minnesota, $3.10@$3.30; straights, bakers, $2.30@$2.45; clears, $3@$3.15; Spring wheat, specials, $4.35; hard, patents, $3.60@$3.70; soft, patents, $3.30@$3.40; No. 2 Spring wheat, 73½c; No. 3 Spring wheat, 71@71¾c; No. 2 red, 73½@74c; No. 2 corn, 34½c; No. 2 oats, 24¾c; No. 2 white, 28@28¼c; No. 3 white, 25½@27½c; No. 2 rye, 57c; No. 1 flaxseed, 98½c; No. 1 Northwestern, $1.02½; prime timothy seed, $2.45@$2.50; mess pork, per barrel, $8.50@9.05; lard, per 100-lb, $5.25@$5.37½; short ribs, sides, (loose,) $5@$5.15; dry-salted shoulders, (boxed,) 5⅝@5¾c; short clear sides, (boxed,) $5.35@5.40c; whisky, distillers' finished goods, per gallon $1.26; sugars, cutloaf, unchanged; clover, contract grade, $6.50@$6.75; No. 2 yellow corn, 34¾c.

COTTON.—The market for cotton futures was a very narrow one. The variations for the day were only a matter of 2 points, the market at the weakest interval showing a decline of that amount on some of the more active positions; most of the months, however, scarcely changed more than a point, and a few of them not at all, except as indicated by bids. The market was finally steady at a net decline of 1@2 points. The lower ruling of prices was due to unsatisfactory cable accounts and continued favorable advices from nearly all sections of the cotton belt. According to The Chronicle, in a few districts in the Atlantic States and along the Gulf rain would be beneficial. Its Selma., Ala., correspondent states that there are some complaints of rust, but as a whole, however, the reports of this authority indicate that the crop is doing well generally; the water is rapidly receding from the flooded sections of Texas, but the extent of the damage is as yet unknown. A leading banking house commenting upon the favorable character of The Chronicle's reports says: "Nevertheless at this season in 1896 reports were favorable, and not until the end of the month did any real damage become apparent. We cite this simply to show that existing conditions do not necessarily indicate another big yield." To-day's market was almost entirely local and of a waiting character.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	..	..	..	5.46@5.47
August	5.48	5.49	5.47	5.47@5.48
September	5.52	5.52	5.50	5.50@5.51
October	5.62	5.62	5.60	5.61@5.62
November	5.66	5.66	5.65	5.65@5.66
December	5.70	5.71	5.69	5.70@ ..
January	5.75	5.75	5.74	5.74@5.75
February	..	..	..	5.77@5.79
March	5.82	5.82	5.81	5.82@5.83
April	..	..	..	5.85@5.87
May	5.90	5.90	5.90	5.89@5.90

Spot cotton closed quiet, with quotations unchanged, on the basis of 6 3-16c for middling uplland and 6 7-16c for middling Gulf. Total sales were 527 bales; all to spinners.

LIVERPOOL, July 15.—Spot cotton quiet and unchanged; sales, 6,000 bales; speculation and export, 500 bales; American, 5,000 bales; receipts, 4,000 bales; American, 4,000 bales; middling uplland, 5-16d. Futures opened quiet; sellers at last night's prices; closed dull at ½-64d net decline. January-February, 3.12½b; February-March, 3.13⅛s; March-April, 3.14b; April-May, 3.15s; May-June, 3.15½b; July, 3.16⅛s; July-August, 3.16b; August-September, 3.15b; September-October, 3.14⅛s; October-November, 3.13½s; November-December, 3.12½b; December-January, 3.12½b.

WOOL.—LONDON, July 15.—At the wool auction sales to-day there was a good attendance of buyers. The number of bales offered was 10,281. The list was of a miscellaneous character, and included a few good New Zealand, Melbourne, and Tasmani. merinos. Crossbreds were strongly competed for by Yorkshire and the Continent. A small supply of scoureds sold rabbly at the highest rates of the series. Lower medium crossbreds were in steady demand, America securing greasies. A fair selection of Punta Arenas wools was taken freely, and finer grades were slightly dearer. The number of bales catalogued during the series aggregated 226,000, of which 6,000 were not been offered, 11,000 were withdrawn, 145,000 taken by the home trade, 68,000 by the Continent, 2,000 by America, and 19,000 bales were held over. The sales opened good, and competition ecmpared with the May finals. Merinos and fine crossbreds advanced 5 per cent, and coarse wools declined 7½ per cent., owing to the paucity of merinos. Crossbreds soon showed a further improvement of 5 per cent, caused by the eagerness of the Continental representatives, who operated more freely. Yorkshire wools were occasionally 12½ per cent. over the May figures and closed firm. Medium merinos and fine crossbreds showed an advance and most mediums were lower. The opening decline of 7½ per cent. caused frequent withdrawals, but latterly grew steadier, operators purchasing more freely. Occasional purchases of deep grown wools were made by America, and mediums closed at from par to five per cent. above. Coarse grades closed 10 per cent. below May's rates. South Africans were strong throughout, and small supplies of scoureds closed at id advance. The next series of sales is scheduled to begin on Sept. 19, and will conclude on Nov. 28. The following is the sale in detail: New South Wales, 300 bales; scoured 1s@1s 10d; greasy, 5½d@11½d. Queensland, 900 bales; scoured, 1s 6d@1s 11d; greasy, 9½d@1s 1½d. Victoria, 400 bales; 1s 1d@1s 5½d; greasy, 5d@1s 2d. South Australia, 200 bales; scoured, 8d@1s 8½d; greasy, 5d@11½d. Tasmania, 1,000 bales; greasy, 5½d@1s 1½d. New Zealand, 5,000 bales; scoured, 7½d@1s 9d; greasy, 4@11d. Cape of Good Hope and Natal, 100 bales; greasy, 7½@9d. Punta Arenas, 2,200 bales; scoured, 9½d@1s 1d; greasy, 5½@9d. The arrivals to date for the next series, amount to 148,694 bales, of which 48,000 were forwarded direct. The imports for the week were: Melbourne, 355 bales; South Australia, 126 bales; New Zealand, 4,264 bales; Cape of Good Hope and Natal, 1,314 bales; Bussorah, 884 bales, and elsewhere, 953 bales.

FUTURES.

NEW YORK PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
July	78⅝	78⅝	78	78⅛
September	78¾	78 7-16	78 1-16	78¼
December	80¼	80	80 1-16	80⅛
Corn—				
July	..	..	..	39½
September	..	..	..	39⅝
December	..	..	..	38½
Lard—				
July	..	..	..	$5.60

CHICAGO PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
July	72	72½	71 11-16	71⅝
September	73⅜	73 7-16	72¾	72¾
December	75¼	75¼	74½	74½
Corn—				
July	34 3-16	34¼	33 15-16	34
September	34 3-16	34 3-16	33 11-16	33⅝
December	33⅛	33⅛	32 7-16	32½
Oats—				
July	24 5-16	24¼	24¼	24¼
September	20⅜	20⅜	20⅜	20⅜
December	21	21	20⅜	20⅜
Lard—				
July	..	..	..	$5.37½
September	$5.50	$5.50	$5.45	5.45
Ribs—				
July	..	..	..	5.10
September	5.17½	5.20	5.15	5.15
Pork—				
July	..	..	..	9.00
September	9.15	9.20	9.10	9.10

BREADSTUFFS.—WHEAT—Speculative interest in wheat on Saturday was extremely slow. Prices displayed the same narrow, uneventful range that traders have become accustomed to all the week, and although closing officially ⅜c not higher, did not reflect particular firmness, and on the subsequent curb sold off to 77⅞c for September, closing at 1 o'clock 77⅞c asked. Better cables at Liverpool than expected, partially ¼d higher than the previous night, joined with adverse crop news from the West in starting our market a little steadier, but realizing developed soon after and the rise was lost, to be partially regained just before the close on a moderate demand from shorts. Private advices noted rain in both the north and southwest sections of the country. This increased the apprehension existing in regard to Spring wheat outlook and created a fear that Winter wheat harvest might be delayed. In Kansas the rainfall was heavy. Two points in the situation, however, tended to partially offset these factors and encourage local opposition to an advance. The Northwest sold wheat in spite of rain news, and a Manitoba dispatch claimed that a bountiful yield might be expected from that country. Dullness in the export department and predictions of a million bushels increase in New York and Baltimore stocks for the week also fortified the bear position. The world's shipments were estimated at about a million bushels smaller than the previous week, while a small gain was expected in the next visible supply statement. Export business amounted to about 5 loads, all ports. No. 2 red wheat quoted at 79¼c, free on board, afloat, and 77⅝c, elevator; No. 1 Northern, Duluth, 80⅝c, free on board, afloat.

MINNEAPOLIS, July 15.—Wheat—In store: No. 1 Western, July, 70 1-5c; July, 69⅝c. On track: No. 1 hard, 71¾c; No. 1 Northern, 70⅝c; No. 2 Northern, 69½c.

MILWAUKEE, July 15.—Wheat—No. 1 Northern, 75½c; No. 2 Northern, 72½c. Rye—No. 1, 56c. Barley—No. 1, 42½c; samples, 38@42c.

DULUTH, Minn., July 15.—Wheat—No. 1 hard, cash, 74¾c; July, 74¾c; No. 1 Northern, cash, 72c; July, 72c; September, 71⅞c; December, 72½c; No. 2 Northern, 67½c; No. 3 Spring, 65c.

CORN—No. 2, 39½c, elevator; 39¾c, delivered, and 40¼c, free on board, afloat.

OATS—The market was quiet and about steady; exporters took 100,000 bushels; No. 2, 30c; No. 3, 29c; No. 2 white, 31¼c; No. 3 white, 30c; track mixed, 29¼@31c; track white, 31@36½c; No. 2 white, clips, 31½c.

RYE—No. 1 Western, 64@64½c; No. 2 Western, 63@63½c, both free on board, afloat; State rye, 58½c, cost, insurance, and freight, New York.

BARLEY—Feeding, 43c, cost, insurance, and freight, Buffalo; malting, 49@52c, delivered, New York.

FLOUR AND MEAL—Rye Flour—Fair to good, $3.10@$3.25; choice to fancy, $3.30@$3.50. Cornmeal—Kiln-dried, $2.10@$2.25, as to brand. Bagmeal—Fine white and yellow, 90@95c; coarse, 79@80c. Feed—Spring bran, bulk, $15.25; sacks, to arrive, 200 lb, $15.85@$16, lake and rail; sacks, spot, $16; coarse Winter bran, $16@$17, latter white; fine, $15@$15.50; middlings, $16@$18; city feed, $16@$16.50; hominy chop, $15@$15.50; bulk, $15.50@$16; oil meal, $24.50@$25.

MINNEAPOLIS, July 15.—Flour and bran unchanged.

PROVISIONS.—PORK—Mess, $9.25@$9.75; family, $10.50@$11; short clear, $10@$11.75. BEEF—Mess, $9; family, $9.50@$10.50; packet, $9.50@$10; extra India mess, $14@$15. BEEF HAMS, $28.50@$28. DRESSED HOGS—Bacons, 5¾c; 180-lb, 5⅞c; 160-lb, 6c; pigs, 6¾c. CUTMEATS—Pickled bellies, smoking, 7¼c; 10-lb, 6¼@6½c; 12-lb, 6c; 14-lb, 5½@5¾c; pickled shoulders, 5½c; pickled hams, 9¾@10c; Western, green, 9¾c, nominal; Western green S. P., 9¾@10c; city green, 9¾c. TALLOW—City, 4⅜c; country, 4¼c. LARD, $5.55; city lard, $5.10; refined lard, South American, $6.50; compound, city, 4⅞c; Western, 5c. STEARINE—Oleo, 7c; city lard stearine, 6½@6¾c.

LIVERPOOL, July 15.—Beef—Extra India mess steady, 60s; prime mess steady, 55s. Pork—Prime mess, Western, firm, 50s. Lard—Amerian refined in pails, steady, 28s 6d; prime Western, in tierces, strong, 27s 9d. Hams—Short cut, 14 to 16 lb, firm, 48s 6d. Bacon—Cumberland cut, 28 to 30 lb, firm, 32s; short rib, 18 to 20 lb, firm, 31s 6d; long clear middles, light, 30 to 35 lb, firm, 31s 6d; long clear middles, heavy, 35 to 40 lb, firm, 30s 6d; short clear backs, 16 to 18 lb, firm, 29s 6d; clear bellies, 14 to 16 lb, firm, 31s. Shoulders—Square, 12 to 14 lb, firm, 27s. 6d. Cheese—American finest, white and colored, firm, 42s. Cottonseed Oil—Hull refined, July-August, dull, 15s 6d. Turpentine—Spirits steady, 32s 9d. Resin steady, 4s.

COFFEE.—The market for Brazilian coffee futures was the slowest of recent weeks. Only two lots changed hands, and these were for September at 4.60c, Friday's closing price. As officially reported, the market opened quiet at unchanged prices, and closed inactive at unchanged prices. Total sales, 500 bags. The market had a barely steady undertone in the absence of outside speculative support, and being without the usual cable information from Rio, Santos, and Havre, while the Hamburg market was unchanged. The whole situation was featureless. The demand for spot coffee in the open market was very slack; attention was confined exclusively to parcels required for present wants. The market closed on the basis of about 6c for No. 7 Rio, invoice lots, and 6½c for jobbing parcels.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	..	..	..	4.50@4.55
August	..	..	..	4.50@4.55
September	4.60	4.60	4.60	4.60@4.65
October	..	..	..	4.65@4.70
November	..	..	..	4.70@4.75
December	..	..	..	5.05@5.10
January	..	..	..	5.10@5.15
February	..	..	..	5.15@5.20
March	..	..	..	5.20@5.25
April	..	..	..	5.25@5.30
May	..	..	..	5.30@5.35
June	..	..	..	5.35@5.40

FOREIGN MARKETS.—Santos, holiday; receipts, nil. Hamburg—Coffee market net unchanged; sales, 5,000 bags. Havre—Holiday. Rio—Holiday; receipts, 10,000 bags.

SUGARS.—Centrifugal, 4⅝c; muscovado, 3 5-16c; molasses sugar 3 11-16c.

OILS.—Petroleum, bbls, $7.60; in bulk, $5.10; Philadelphia, bbls, $7.55, and in bulk, $5.05; refined, cases, $8.60; crude naphtha, cargoes, $10; deodorized, $10.50. Cottonseed Oil—Prime crude, 21½c; prime crude, tree on board, mills, 17@18c; prime Summer yellow, 26½c; off Summer yellow, 25½@26c; butter grades, [illegible]2c; prime white and prime Winter yellow, 30@32c; Linseed, American raw, 39@40c; American boiled, 41@42c; Calcutta, raw, 54c; lard oil, 43@44c.

METALS.—Iron—Northern, No. 1 foundry, $19.50; Southern, No. 2 soft, $17.75; steel rails, $29; pig iron warrants, $13.50; lake copper, ingot, $18.40; tin, $28.90; Exchange lead, $4.62½; spelter, $6.40.

NAVAL STORES.—Tar, regulars, $2; tar oil, bbls, $3.62½. Spirits of turpentine, 43¼@44c. Resin—Comon to good strained, $1.30@$1.32½; F, $1.50; F, $1.60; G, $1.70; H, $1.75; I, $1.80; K, $2; M, $2.25@$2.30; N, $2.60; W G, $2.80; W W, $3.

CHARLESTON, S. C., July 15.—Turpentine, 39c. Resin, unchanged.

WILMINGTON, N. C., July 15.—Spirits of turpentine, unchanged. Resin, unchanged. Crude turpentine, $1.35, $2, and $2.10. Tar, $1.40.

SAVANNAH, Ga., July 15.—Spirits of turpentine, 39c. Resin, unchanged.

LIVE STOCK.—BEEVES—Nothing doing; feeling steady. CALVES—Veals, $5.50@$6.25; buttermilks, $2.75; city-dressed veals, 6@10c per lb. SHEEP AND LAMBS—Sheep, $3@$5; lambs, $5@$7.25; culls, $4.50. HOGS—$4.70@$4.80.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division.—Recess.
SUPREME COURT—Appellate Term—For the hearing of appeals from City Court and Municipal Courts.—Adjourned for the term.
SUPREME COURT—Special Term—Part I.—Bischoff, Jr., J.—Opens at 10:30 A. M. Litigated motions.

1—Matter of Devery.
2—Isaac vs. A. D. Parmer vs. Son Type Founding Co.
3—N. Y. Life Ins. Co. vs. Broadbelt.
4—Tully vs. Tully.
5—U. S. Mortgage and Trust Co. vs. Koster, Bial & Co.
6—Davies vs. Clark.
7—People ex rel. State Board of Charities vs. N. Y. Society for the Prevention of Cruelty to Children.
8—Drachman v s Goetz.
9—Weiss vs. Schopper.
10—Brennan vs. McDonald.
11—Reilly vs. Met. Life Ins. Co.
12—Friedman vs. Friedman.
13—In re Crosby Electric Co.
14—Brady vs. Ohlson.
15—In re Stephenson.
16—In re Arlon Cabinet Co.
17—Gearhold vs. Krahuke.
18—Meyers vs. McLellan.
19—Seymour vs. Wunderlich.
20—Masterson vs. 3d Ave. R. R.
21—In re Fouster.
22—Hinze vs. Wimmel.
23—Wimmel vs. Wimmel.
24—Cannon vs. Kraatz.
25—Bagnell vs. Wahle.
26—Greenwood vs. Pettit.
27—In re Erster Buczaczer Unterstuetzungs Verein.
28—Con. Trust Co. vs. Man. Ry.
29—Kessler vs. Kessler.
30—Sands vs. Sands.
31—In re O'Hara.
32—In re Corey.
33—In re McEnvoy.
34—Cohen vs. Cohen.
35—In re Appleby.
36—

The New York Times.

"All the News That's Fit to Print."

PUBLISHED EVERY DAY IN THE YEAR.

NEW YORK, MONDAY, JULY 17, 1899.

OFFICES:

NEW YORK:
Publication.....Printing House Square
Up-town.....1,269 Broadway
All American District Telegraph Offices.
WASHINGTON.....515 Fourteenth St.
LONDON: Trafalgar Buildings, Trafalgar Square, W. C.
SWITZERLAND, Geneva: Librairie Georg & Co.
GERMANY, Mainz: Saarsbach's News Agency, Agency for Germany and Austria.
ITALY, Rome: Loescher & Co.

SUBSCRIPTION RATES:

DAILY AND SUNDAY, (WITH ILLUSTRATED WEEKLY MAGAZINE, SATURDAY REVIEW OF BOOKS AND ART, AND WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT:)
One Year.....$9.00
Six Months.....4.50
Three Months.....2.25
One Month.....75

DAILY, WITHOUT SUNDAY, (BUT WITH SATURDAY REVIEW OF BOOKS AND ART AND WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT:)
One Year.....$7.00
Six Months.....3.50
Three Months.....1.75
One Month.....60

SUNDAY, (WITH ILLUSTRATED WEEKLY MAGAZINE:)
One Year.....$2.50

SATURDAY, (WITH REVIEW OF BOOKS AND ART:)
One Year.....$1.00

MONDAY, (WITH WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT:)
One Year.....$1.00

DAILY AND SUNDAY TO EUROPE:
Per Month.....$1.75

TEN PAGES
with
Financial Review and Quotation Supplement.

THE BROOKLYN STRIKE.

A strike which necessarily involves large numbers of men and interferes with the daily life of the people of a great city, like the one "declared" in Brooklyn yesterday, depends on two conditions absolutely for its success. It must have behind it a very strong and united organization of the workmen, and it must have the substantial sympathy of the community because of general knowledge that the demands of the strikers are reasonable.

Neither of these conditions is met by the Brooklyn strike. The Knights of Labor seem to embrace only a minority of the men of the consolidated rapid transit lines, and a very small minority on the old Brooklyn Heights system. They were not able to secure anything like a general stoppage of the cars, while a very considerable proportion of the men are clearly convinced that they are treated well, and have a feeling of personal good-will toward President ROSSITER. With much more serious grievances than they allege the strikers would stand little chance of winning in a contest of strength and endurance, which is what every strike necessarily is.

There is, moreover, no evidence of any considerable sympathy with them in the public mind. There can be none when so many of the workmen themselves are openly opposed to the strike as needless and foolish.

The police of the city are deserving of credit for the promptness and vigor with which preparations were made to preserve order and protect property.

A PROGRAMME OF IMBECILITY.

There is no law compelling a United States Senator to talk sensible politics in midsummer. Accordingly the report of a brief interview with Senator JOHN T. MORGAN at Selma subjects him to no penalty save the pain of having his want of sense exposed, which to an old hand like him is a matter of little consequence. It is a matter of some consequence to the Democratic Party that its leaders should be so hopelessly muddled about its principles and policies.

Asked to set forth the views of the coming Presidential campaign, the Alabama Senator says there will be many of them, of which he names four, the tariff, free silver, the income tax, and Republican reapportionment in the Southern States, where, in one way or another, the negroes have been disfranchised.

This last-named "issue" is a matter of the greatest moment for the South, and its determination will deeply and permanently affect the fortunes of the Democratic Party. But a policy of resistance to this Republican plot is absolutely incompatible with the advocacy of free silver. These two "issues" can never be, in logic or sane tactics, a part of the same party programme. The Democrats would not cut a more absurd figure if they declared in their platform for an alliance with England and war with Canada; for the suppression of trusts and the maintenance of a prohibitory tariff; for a Gormanized army and a vigorous prosecution of the war in Luzon. The continued advocacy of free silver and the maintenance of the present representation of the Southern States in Congress are issues that mutually exclude and destroy each other. The time has come to say good-bye to free silver or good-bye to the 153 Democratic votes of the solid South in the Electoral College.

In the Congressional reapportionment based on the new census the Republicans will certainly deprive the Democratic Southern States of a large number of seats and will proportionally increase the representation of the Republican Northern States, provided they get control of the House in the Fifty-seventh Congress, and also elect their candidate for President next year. Surely and beyond all doubt they will elect the President and a majority of the Congressmen if the Democrats make their canvass with a free-silver candidate on a free-silver platform.

How can a seasoned politician like Senator MORGAN wander so far into the realms of political madness as to tell a reporter that the Democratic Party is going to load its campaign ammunition train with dynamite and live coals? The man is clean daft or grossly duped who says this country will ever be carried for free silver; and the Democrat who thinks it will be time enough to fight out the reapportionment issue when the Republicans have brought in their partisan and revolutionary bill is a fatal adviser for his party.

The Republican disposition was abundantly made known by their force bills. They look upon the Democratic Party as upon a dangerous wolf that it is fair to fight by any means. Let them get the animal trapped and strapped once more, and they will leave him not a tooth in his jaws nor a claw on his foot. And the Southern Democrats, who are three-quarters of the wolf, are tumbling over each other in their mad rush to put their share of his feet into the trap. One more campaign with W. J. BRYAN, and free silver and the party will be reduced to a state of diminishment and impotence that will make its subsequent nominations and platforms a matter of so little popular interest that the report of the proceedings of their National Convention would be "crowded out" of any live newspaper by the simultaneous occurrence of a great railroad disaster or a high-class yacht race.

THE AHEARN LAW.

The famous Ahearn law, under which so many of our citizens were expecting and preparing to draw larger or smaller amounts of money from the Treasury, has come to sudden and probably fatal disaster. Justice MADDOX of the Supreme Court has decided that the law is without warrant in the Constitution and contrary to one at least of its fundamental provisions.

The Justice treats the law with scant respect. He finds in the first place that it provides for taking the property of the corporations known as cities "without due process of law." "Due process of law," he says, "implies notice" of any suit begun for the satisfaction of a claim, and though, as a matter of fact, notice to the city was given in the case before him, the law in question does not call for notice, and the suit might have been brought without it, and the claimant might have proceeded to the audit of his claim with no notice whatever to the city. On this ground, if there were no other, the law is contrary to the Constitution.

There is, however, in the opinion of the court, another ground equally fatal to the law. There is the "Constitutional inhibition against the city giving money or property to or in aid of an individual, and also against the city incurring any indebtedness except for city purposes." This inhibition the Justice thinks applies clearly to the payments authorized by the Ahearn law.

"The real purpose" of the law "is seemingly plain and clear, to make gifts to those who have by their conduct in official life and in the performance of official duty invited the attention of a Grand Jury of the vicinage from time to time."

Unless this judgment is reversed by the higher courts, it must stand, and it is not easy to see any flaw in the reasoning of Justice MADDOX, at least as far as concerns the failure of the law to require "due notice" of action to the city. The other point is not so clear. If a city officer has unjustly been accused of wrong, and is obliged to go to expense, often heavy, to defend himself against the unjust accusation, compensation for this expense, when the facts have been duly established and within a reasonable time, cannot strictly be taken to be a mere gift. It would be, under these conditions, the satisfaction of an equitable claim. It is true that these claims are of an unusual nature and that there is great risk of abuse in seeking to provide for them. That is ground for extreme caution and for surrounding the compensation with strict safeguards, but it is not ground for condemning the claims and repudiating the equity altogether. There can be no doubt that the Governor, in signing this bill, believed that it was a just bill, and had no intention to authorize "gifts" to a class of persons particularly unworthy of them, as indicated in the language of Justice MADDOX. If the judgment of the Justice holds, it may be found that the city is incapable of righting real wrongs.

THE BOER AND CIVILIZATION.

It now seems inconceivable that peace can be prolonged for any great length of time in South Africa. The most recent acts of the British Government clearly point to only one alternative: The Boers must admit the Uitlanders to the privileges of citizenship or these privileges will be established by the force of British arms. In either case the hitherto offensive and obnoxious individuality of the Boer would be swallowed up by the civilizing influences of the majority. The Boer knows this.

Sentimentalists who have read the story of Poland may shudder at this imminent assassination of a nation. But the analogy is far from perfect. Poland was the victim of personal ambition and greed. The South African Republic would cease to be because her misguided, stubborn people had sought by the most deplorable methods entirely to absolve themselves from the obligations that a civilized community owns. The alien, whose energy and enterprise have developed the enormous resources of the country, is forced to contribute the major portion of the support of the Government, in the administration of which neither he nor his sons born on the soil can have a voice. The Uitlander in fulfilling the conditions that bind him is protected neither in life nor property. The dispatches from Johannesburg that are daily appearing in the most honorable and trustworthy newspapers of London can leave no possible doubt.

But the sentimentalists may say: The Boers own their own country, why not let them alone? Why should they be made to sacrifice their integrity simply because the wealth of the community is in the possession of foreigners?

The answer to the first question is best found in a little book by Canon KNOX LITTLE, recently published in London. The Canon speaks with the authority of the scholar and the discriminating observer when he writes:

> The Boers held the Transvaal—in so far as they did hold it—by the right of "might," by defeating some of its previous possessors. By the right of a just and good administration they have never held it and do not hold it now. The only "right" by which they held it they forfeited to the English. We delivered them from the Zulus, who would have annihilated them; and we acted with justice while we held it, although a speedier fulfilment of our promise of self-government would have avoided many evils.

For the answer to the second question, let the Boers and their friends who invoke the principle of "sacred right" turn to St. Luke, xix., 12-25. How has the Boer fulfilled the obligations of the trust conferred upon him? Not only has he hindered by every means in his power the transfusion of civilization in South Africa; not only has he cunningly thwarted the scheme of binding Cape Town to Cairo by ways of communication and transportation, but, sheltered in his isolation, he has attempted to turn the enormous resources of his own territory to the sole gratification of self, without even the excuse of ambition. It is a slothful self that absorbs without producing. "There are methods and methods of bribery," writes Canon LITTLE, "and the Pretoria Government are masters in these. * * * It is probable that even the most corrupt of the South American republics cannot surpass the Government of the Transvaal in wholesale corruption. There is a difference, however, and one which tells favorably for the South American States. There the thing is fairly open and above board. In the Transvaal these things are better managed."

The same long-suffering patience which characterized the attitude of the United States Government toward the Spanish control of Cuba has been exercised by the British Government toward the administration of the Boers in South Africa. But if the sufferings of the miserable Cubans moved the American people to action, how much more should the persecution of British subjects in the Transvaal move their compatriots in England to demand justice for them? The fate of the Transvaal seems indeed sealed.

THE PASSING OF COL. GARDINER.

The war between the Manhattan Elevated Railroad Company, the corporation the properties of which extend through this town, and Tammany, the corporation the proprietors of which go through this town, reached a physical, or acrobatic, stage when District Attorney ASA BIRD GARDINER, representing Tammany, defied and climbed over a turnstile, representing the Manhattan, at the Franklin Street station of the Sixth Avenue line. He announces in an official communication to the railroad commission his unalterable determination not to do the work of recording himself as a paid passenger, which the company should, he contends, hire a man to do. He submits as a legal proposition that no corporation has the right to require a patron "to exert any more physical effort in proceeding to its train than may be necessary for his individual propulsion."

The censorious may marvel that a man of Col. GARDINER'S political environment should object to a machine intended to promote indefinite registration. It is not likely, however, that he will heed any of these criticisms or objections. His career as District Attorney has not impressed him upon the public mind as a man of convictions, perhaps, but he is a man of opinions, and in matters of opinion he will not turn, not even a stile. We may look to see him continue to climb into eminence over the Franklin Street turnstile, to baffle all his political competitors by the organization of an obstacle race.

As is said in Tammany circles, it is now "up to" the Manhattan to meet Col. GARDINER'S defiance. We may imagine that the station agent observes the conditions without concern, as each man who climbs over his turnstile leaves him with a nickel for which he is not charged, and his daily surplus will increase as Col. GARDINER'S followers become more numerous; but the company may feel impelled to act. It may endeavor to baffle the Colonel by continually increasing the height of its turnstile, and in that case we may look to see New York's District Attorney toiling laboriously up the stairs of the Franklin Street elevated station with a stepladder of daily increasing length, determined that he shall not be required to exert any more physical effort in proceeding to a train than may be necessary for his individual propulsion. On the other hand the company may yield and establish at this station a ticket chopper whose privilege and duty it shall be to chop the daily ticket of Col. ASA BIRD GARDINER while the masses of mere people, who are habituated to passing through turnstiles at places of open-air public entertainment and to whom that operation seems to involve no more physical exertion than the dropping of a ticket into a box and less than the regular fight for a place within a car, go on their subservient way producing clicks and registering themselves. The Colonel will not be part of "the push," in any event. His purposes are declared.

Those unhappy people who persist in being serious may find cause for mourning rather than mirth in the spectacle of a District Attorney of the greatest city of the world's greatest country whose vaulting ambition o'erleaps a paltry brass turnstile at an elevated railway station, and whose conception of the dignity befitting his age and office does not prohibit him from leap-frog in public with an inanimate albeit an offensive "back." Yet few of Col. GARDINER'S fellow-citizens are able to take him seriously. The popular judgment accepts him as a person to be observed but not considered, and insists on viewing him humorously. Therefore we may assume that the war he leads, presumably in behalf of Tammany against the Manhattan turnstiles, will, in the public estimation at least, be distinctly a merry one.

PUBLIC BENEFACTORS.

Our Wilmington dispatches have announced the granting of a Delaware charter to New York, Philadelphia, and Boston capitalists organized as the Locomotive Smoke Preventive Company. They propose to acquire patents and manufacture devices for preventing smoke from railway locomotives and to encourage economical operation of engines and small coal consumption.

We hope these gentlemen will succeed and make money fast. They will deserve not only 5 per cent. quarterly dividends, with an annual scrip "sweetener," but resolutions of thanks from mass meetings and bronze statues of heroic size if they can show the lethargic railway people how to dispense with smokestacks.

Every passenger knows that the soot, cinders, gases, and grime from coal combustion are the chief terror of railway travel in hot weather. Mere heat may be tempered with the palliation of cooling draughts of air through open windows, but with coal-burning locomotives of the present pattern this comfort is denied to the passenger. Through every open window fly in the demons of asphyxiation and intensified misery from the belching smokestack. The smoke, dust, and cinders are the worse infliction, insomuch that experienced railway travelers prefer to sit and bake, wilt and stifle in the hot box of a car rather than seek the assuagement of window draughts. Some railroads, notably in New England, where they used to burn wood, seem to seek out the nastiest coal in the world and load their tenders with it. A puff of that smoke in the face of a perspiring passenger fills him with murderous thoughts toward the officers and managers. Besides, an examination of the deposit that coats his moistened surfaces shows him that it is largely composed of particles of unconsumed carbon. Instead of being applied to the boiler, the heat units are allowed to fly up the chimney. It is a wasteful, wretched, inhuman, abominable way to run a locomotive steam engine.

A few years ago a great and good man discovered that crude petroleum, evenly and liberally sprinkled on the roadbed, was a permanent remedy for the twin nuisance of surface dust, which had been only in part abated by stone ballasting. This oil sprinkling is now coming into general use. A railroad that does not employ it owes an apology and reduced rates to its passengers. With smokeless locomotives and an oil-coated roadbed railway travel would become luxuriously comfortable, even in the nineties. Thousands of persons ride on the open trolley cars on hot days and nights to get relief from the heat. Steam railways will be able to make their cars not less cool and comfortable when the use of electric or other non-smoke-producing locomotives and oiled roadbeds permit wide open doors and windows, and perhaps special devices for cooling aeration.

We think the time has already come when combustion should be forbidden in the tunnel through which the New York Central, the Harlem, and the New Haven Railroads enter this city. We are too near the twentieth century to put up with defective and uncomfortable methods that have been endured in the nineteenth only because invention had devised nothing better. Already there are electric locomotives perfectly adapted to the work of hauling trains through the tunnel. The smoke and steam from coal-burning locomotives are a source of needless torture in Summer and of serious danger in Winter. It is time for a change.

TOPICS OF THE TIMES.

—Curiously enough there are often to be found in the Boston papers jeers at the typical Bostonian that sound exactly as though they had been evolved by a jealous and malignant critic in New York or Chicago. The Boston Journal, for instance, runs on in this most unfeeling way as to the behavior of two average Bostonians, strangers to each other, when brought into enforced proximity at a Summer inn: "They study each other for several days without a word, or even a formal recognition at breakfast. Often they pass a month without the exchange of four sentences. One fears that the other may live in the South End; the other is afraid lest the other thinks he lives there. There may be an accidental explanation before the departure of one or the other. An outsider may say, 'Why, Mr. X., don't you know Mr. Y.? You are from the same city. Mr. Y. is the author of "Grandfathers Whom I Have Met."' Mr. X. unbends; he converses guardedly for the few days remaining; and when he meets Y. in Boston he cuts him dead. And yet Y. has an old maiden aunt in Brimmer Street, and is on the waiting list at the Somerset Club, while X. is a lodger in Rutland Square, and often dines at the Providence Station." Here are revelations indeed, presumably The Journal is recording facts, and not, as is the lamentable habit of outer barbarians, manipulating anew a concept which in their hearts they credit with but oblique and distant relations with reality. So, perhaps, after all, the Boston of jest and anecdote does exist, and the compunctions which at least one occasional contemner of the modern Athens has felt were the products of overscrupulosity. If that's true, what consolation it spreads over the past, what license it gives for the future!

—Cruel as the world, and especially the world of business, is to old age, there is reason at least for asking whether it is not in cases not a few more kind than wise. Dr. NORMAN BRIDGES, writing for The Medical Age, declares that it is "the oldest and most trusted employé who is more likely to bring on a frightful accident than the youngest one who has attained the same service and rank." Disasters on land and sea, he holds, result much oftener from "mental abstraction" than from carelessness or incompetence. "The startling thing," Dr. BRIDGES adds, "is that such lapses often come to the oldest, most sedate, and correct and most tried and trusted employés, and at times when there is not the slightest reason to doubt their usual efficiency, when they are neither sick nor tired nor overworked, nor disturbed by any distracting influence which their fellows know about." Commenting on these remarks, The Philadelphia Medical Journal makes the important point that old age, with its accompanying mental sclerosis, is as frequently a product of exposure or long continued overexertion as of years. It says, for instance—a most timely instance—that sea Captains are as a rule even older than they seem, and thus explains the psychological condition of men who give no outward signs of physical degeneration: "Flexibility of mind, alertness of attention, and all the qualities that insure the safety of the ship, the engine, &c., have, by habit, been blunted and pounded, as it were, into a sort of insensitiveness that is highly dangerous. We think that men who since youth have been subject to constancy of mental strain, continuously long periods of attention, coupled with much physical exposure and hardship, should be retired and pensioned, at least at the age of fifty. They should be given higher wages, insured against want in old age, and for this the community could most well afford to pay—even if it gave these men what to them would be riches." There is much of suggestiveness in all this, and even more in what Dr. BRIDGES says about the efficacy of vacations, change of duty, and the like, in warding off the automatism that follows expertness and familiarity.

—We mourn. One who says that he or she is an "ardent and sincere admirer" of THE TIMES—but who forgets to sign his or her name—declares that he or she suffered great agony of mind, the other day, because of a phrase which appeared in this column. Therefore do we mourn, for, though the infliction of deserved or useful pain is a task not entirely disagreeable, the very thought of hurting a friend to no good purpose is repugnant to all except moral monsters and small boys. Now, there can be no possible profit to us in using phrases that torture, or even bother, "ardent and sincere admirers," and it is our earnest aim to avoid doing anything of the kind as much as possible. What is a phrase, however dear, that it should be allowed to harrow the feelings of a person obviously most virtuous and intelligent? We will not pause for a reply, for none can possibly come, but proceed at once to reveal the particular locution which evoked the piercing shriek of the ardent and sincere anonymity mentioned aforetime. It was this: "No explanation as to how the mistake came to occur was vouchsafed." There it stands, in all its horror, and, since it grieved a friend, would, O would, it had never been printed! So much in token of repentance. BUT—in the name of hypercriticism, is the sentence quoted so very, very awful? To be sure, it lacks elegance and is slightly open to the charge of redundancy. Those, however, be faults, not crimes, and really we don't see why they should cause even the ardent and sincere to ululate. Our correspondent says: "Surely there is no excuse for such construction as 'came to occur,' and one does not need to be a purist to shudder at such lapses." Perhaps not, but just how would one express in any other way exactly the shade of meaning which "came to occur" briefly, and to the instant comprehension of every speaker of English, transfers from mind to mind? "How the mistake came to be made" or "was made" is only an approximation, but is not quite right. Nevertheless, we mourn.

—MR. JOSEPH CHAMBERLAIN has often evidenced the possession of a skin thick enough to enable him to endure unmoved scarifications that other men would deem severe, but it is doubtful if even he read with composure a description of himself which Mr. A. J WILSON has contributed to The Investors' Review. Readers of THE TIMES know from the dispatches on financial topics which Mr WILSON has been sending to it from London that even on the gravest subjects he writes vigorously and picturesquely, but it seems that he needs the inspiration of political enmity to develop all his talents. He had that inspiration when he dealt with Mr. CHAMBERLAIN. The Colonial Secretary's present policy is but the result of personal ambition turned sour. "Look what a failure his career has been," we read, "since he came up fresh, with his orchids and his nice new clothes, from Birmingham to take his seat in the House of Commons. Then he was the hope of the hottest Radicals in the land, a man prepared to go any lengths in order to secure supremacy of the democracy over the classes. He is despised and hated by his former allies, all the principles that he professed, even those of free trade, are forsworn and spat upon. He mocks at every principle he once upheld, and brazenly maintains its contrary. Yet he is not happy. No great body of politicians hates him with anything like the intensity of the old Conservative Party, the followers of Mr. BALFOUR and Lord SALISBURY. To them he is the renegade whom nobody can trust. To them also he represents the gushing insolence of the upstart, and his glibness of tongue and smartness in debate cause them to mingle fear with their hate. But they only wait for him to trip up to turn and fling him outside their ranks where he has always been an unwelcome intruder." Mr. WILSON sees no future for his enemy. "With all thoughtful people, and with honest people of every political creed, he is a man without influence, dreaded but not loved. The poor see in him their betrayer, who dangled before them the bauble of old age pensions when it served his purpose to catch votes, and left them in the lurch when once office had been attained. A plausible, shallow, and ignorant man, filled with a cunning ambition turned sour, what chance has he left except that of creating a diversion in his favor by a war?" Possibly all this might have been condensed into a doubt of the unwisdom of going to war with the Boers.

GENERAL NOTES.

"Supine negligence" has cost the guardian of some minor children in Pittsburg, Penn., $2,000, by decree of Judge S. L. Mestrezat of the Orphans' Court.

* * *

A New Orleans man is said to have invented a sugarcane planter, in the form of a wagon, that with three men and four mules will do the work heretofore done by nine men and nine mules.

* * *

The young man who won in the competitive examination of thirty aspirants for the West Point cadetship from Congressman Joy's Tenth District of Illinois bears the somewhat appropriate name of James A. Mars.

* * *

Four agents of the Nashville, Chattanooga and St. Louis Railroad measure in height, respectively, 6 feet 3 inches, 6 feet 3 inches, 6 feet ½ inch, and 6 feet 3½ inches, and their aggregate weight is 1,018 pounds. They have been photographed together, and would like to hear from any other railroad that can furnish a group of four their equals in feet and pounds.

* * *

The Poughkeepsie Eagle is much affronted at an oft-published report that Congressman Ketchum, who has served in thirteen Congresses, has never made a speech. It calls to mind instances when he has spoken at considerable length, but says that in late years the deafness caused by his army experience has increased so that he has taken no active part in debate.

* * *

New England friends of liberal education are pleading that ten leading colleges of that small section of the Union now need an addition of at least $25,000,000 for the carrying out of projected plans. Two million dollars is wanted for library purposes alone, and Harvard University would like to have one-half this sum. The question is asked, Who will be the Stanford of the East, the Rockefeller of New England? As yet he hasn't answered audibly.

As to Letters from Readers.

Nearly every day THE TIMES is in receipt of communications which do not contain the proper names and addresses of the writers. All, or nearly all, are consigned to the waste basket unread, in accordance with the rule of newspaper offices. None is printed. A number, also, write at too great length, and consequently have their letters returned to them. THE TIMES is pleased to hear from its readers, and is only too willing to print their communications, provided they are couched in temperate, and not too much, language. Whether our readers agree with our opinions or not is immaterial, as far as giving publicity to their views is concerned.

PRIVILEGES GRANTED IN CUBA.

To the Editor of The New York Times:

Is there such a firm as Alger, Griggs & Co., and if so has the United States Government "farmed out" to it the privilege of disposing of the various rights in Cuba and our other newly acquired territory? According to the protocol and proclamation of the President, all existing laws, property rights, and privileges in effect under the Spanish régime were to be respected by the American Government, and the spirit of this is shown in Articles 8 and 9 of the treaty of peace made between the Governments of the United States and Spain, proclaimed at Washington on April 11, 1899, to which I respectfully refer the War Department. I would also state that Gen. Brooke, in his first proclamation as Governor General of Cuba, particularly promises that all personal rights existing at the time of occupation by his Government should be respected, and, as I remember it, refers to President McKinley's proclamation as an additional assurance.

The attitude of the Government in suspending (as it styles it, but which, in reality, is a "holding up") contracts and grants now belonging to American citizens, who have a right to the support and protection of their own Government, looks a little "shady," to put it mildly, the more especially as grants and contracts held by foreigners (notably English) are duly respected, as they should be.

Another condition that exists, which prevents small investors from settling in Cuba, is the fact which, unfortunately, is shown in a number of instances, that unless a sufficient "pull" is arranged with the powers that be, either by having a relative as Director or counsel for the corporation or individual, the said corporation or individual will find its or his interests and rights declared "invalid and improper," and itself or himself deprived of the benefits therefrom, and to suddenly awaken to realize that when the same interests and rights from which it or he have been deprived are conferred upon a company or individual having the necessary "pull," the Government immediately turns to the right about and, presto, change! the grant or privilege becomes in all respects "good and valid," and the rights and interests absolute. I am induced to write the foregoing, because of having read of the Dady contracts for the paving of Havana. It was, and I hope still is, the intention of this Government to turn Cuba over to the Cubans as soon as they have shown a disposition and capacity to organize a Government of their own. What I desire to know is, if our Government should declare that the Dady contract is valid, will it sustain him in his rights as against the successor Government, should such successor decide unfavorably to Dady, and if it will not sustain him, by what right does our Government question his position? If the authorities will not sustain him when he is right they certainly should not exercise the authority of declaring him in the wrong.

The late reports from Washington to the effect that the Secretary of War will not resign while under fire certainly indicate that he is more vulnerable when bullets are in question—or possibly he has become hardened since the civil war. Gen. Merritt and others are in evidence that I then thought differently. We certainly are unfortunate in our handling of newly acquired territory, and all because of our having an incompetent (and many believe worse) at the head of the War Department. If the President reads the newspapers he certainly must know that he is carrying too heavy a load. This Dady matter would make it appear that Secretary Griggs is a partner, and suspicious people might be inquisitive as to the name of the silent partner. History teaches us that as great a man as President Grant was compelled to dispense with the services of some of his friends in the Cabinet for malfeasance alone. When to it is added the charge of poisoning our soldiers with embalmed beef, how can Mr. McKinley hope to retain his friends in office?

New York, July 15, 1899. AMERICAN.

TAMMANY AND PROGRESS.

To the Editor of The New York Times:

Your sarcastic editorial in to-day's TIMES on a rising young firm of architects may seem smart to some people, but to all right thinkers it tells its own story. You mean to imply the action of our city authorities is just like Tammany. Is it? Look at the County Court House and its cost. Didn't they get the money for that and something besides? Isn't it considered one of the most beautiful buildings in the city? And if the improvements are left to the rising architects, won't we have more of them, not forgetting the Criminal Court House, in Centre Street, which I consider unique, and it should remain so.

Why is it that the much-needed viaduct on Riverside Drive at Ninety-sixth Street shows no progress, and that at Claremont is not yet finished and progresses as if somebody had got in the way of it? Would you suggest that it was because Tammany men and engineers are not the designers and contractors? Do you remember the million dollars appropriated by the Legislature for the purpose of giving help to the laboring poor, and wasn't it spent on the poorest lot of laborers you ever saw? And wasn't the magnificent work done all destroyed afterward by the so-called reform crowd, and in this way making the expense double and so giving more work to the laborer, and shouldn't Tammany have credit for that?

I am a reader and admirer of your paper, but I cannot let such an article pass without protest, and I assert without fear of denial that in matters where art and beauty and honesty are concerned, Tammany, like war, is ——, and you know it. And it is in evidence that our worthy Mayor, with his sturdy Dutch blood and urbanity, will always be in the way of progress.

BATTERY.

New York, July 15, 1899.

A MODERN PARABLE.

To the Editor of The New York Times:

And it came to pass that a certain company journeyed from the Land of Unrest, until they came to the City of Haste.

And they were for the most part women. And they sat themselves down in the city and viewed the land.

Soon wearying of this diversion, they with one accord lifted up their voices and wept at the dullness of existence. And as they all wept, behold a certain woman of their number arose and cried out with a loud voice, saying, "Hearken unto me, sisters and brothers! for verily I have found the truth! Behold, I will lead you into a better land!" And as she spake she raised not her eyes above, but bent them upon her own person.

But the eyes of the multitude were holden that they did not see her gesture.

And they all rose up and followed her. And they called her "Mater," and Ego reigned supreme.

And it further came to pass that one of their number fell sick of a fever and was nigh unto death.

But she lay not upon a couch, but rather journeyed with them. And as she lay down at night to rest and could not rise up again, the Mater stood beside her and thus spake, "Know that the creative energy of the universe causes you to rise up. Hold this in thought. Have kind feelings toward yourself and remember that the limbs which you fancy are aching are not limbs at all."

And the disciple pondered, but remained. For the pain remained also.

And on the second day the company journeyed on. And it fell out that on the third day a good Samaritan passed that way. And seeing the sick woman he ministered unto her, and straightway called for a physician.

And the physician brought physick, the use of which had been divulged to him by science from his Creator, and he gave unto her and she recovered.

And behold as she lay convalescing the Samaritan came unto her and placed a Book in her hand. And her eyes were opened as she read:

"Keep that which is committed to thy trust, avoiding profane and vain babblings and oppositions of science falsely so called."

EDITH HARMAN BROWN.

New York, July 13, 1899.

THE DOLLAR COINED IN 1804.

To the Editor of The New York Times:

In regard to the article by D. Proskey, manager of the New York Coin and Stamp Company, in yesterday's issue of THE TIMES, in which he claims that no dollars bearing the date of 1804 were coined in that year, I would beg to say I have before me the catalogue of Messrs. Bangs & Co. containing the sale of the Linderman collection on Feb. 28, 1888, wherein a dollar of the 1804 mintage is offered for sale. THE TIMES the following day, commenting on the sale, said, "The prices realized were good except in the instance of the 1804 dollar, which went for the low figure of $470. At previous sales inferior specimens of the same coin have brought from $1,000 to $1,200. The one sold yesterday is the finest known specimen of the 1804 mintage."

Again, if Mr. Proskey will consult the mint records issued for any year he will find under the year 1804 that 19,570 pieces, or dollars, were coined. It is true the mint records were not kept then as now, the year ending in December, whereas prior to 1820 it was June to June, when the outputs of one year could be restruck for the succeeding year, as is instanced by many coins up to 1820, after which the dies at the end of each year were destroyed. I doubt if the official reports of the Government are wrong and your correspondent right, but perhaps he may have something further to explain.

S. M. DAVIDSON.

Fishkill-on-Hudson July 11, 1899.

Aims of Certain Politicians.

To the Editor of The New York Times:

Your "Mugwumps and Regulars," in yesterday's issue, I trust, has been read by every independent voter in Greater New York. It will give that backbone which in so many is essential. Was not it one Lauterbach, erstwhile leader (?) of the machine here, who once exclaimed when the same subject of affiliation was mooted: "No, ten thousand times, no. Better to go down with our colors flying than such a union," or words to that effect? Well, Lauterbach had his day and Quigg is having his. He now would fawn about the Governor, lick his boots if necessary, were he only able to win over enough Mugwumps to carry his point, at least that of the boss. Quigg's point is to get back into Congress, and how he gets there will not worry him. He had rather "deal" with Tammany as before if he could. Platt's is to gather in all the places for his ever faithful machine. S. E. E.

New York, July 12, 1899.

Pronunciation of Automobile.

To the Editor of The New York Times:

The suggestions in THE TIMES of a name, short and correctly formed, for a self-propelling vehicle, have been very interesting, but they all seem to be of little practical value, inasmuch as "automobile" is the word which the public, as usual without any good reason, has already accepted, and when a word has come into general use it is well-nigh impossible to substitute a new one for it. The public may cut off a couple of syllables, making it "tom" or "autom," but that is as much of a change as will be accepted. It appears to me that the method of pronouncing the word "automobile" is the vital question. Every one seems to have a different way, and THE TIMES would, I believe, be conferring a great favor on the public by settling the question and publishing the correct pronunciation.

B. H. STUART.

Brooklyn, July 12, 1899.

Another Name for Automobile.

To the Editor of The New York Times:

We speak of cars, cabs, hacks, vans, and buses without question as to their significance as practical names. And yet they are merely syllables, arbitrarily taken from the words carriage, cabriolet, hackney, caravan, and omnibus. Similarly I suggest the last syllable of auto, and the first of mobile, making tomo, as the every day name of an automobile. The word is short and catchy, easily pronounced and remembered, begins with a consonant, forms its plural in "s," and is moreover an unmutilated and suggestive part of the original, quite the equal of "bike." BROOKLYN.

New York, July 13, 1899.

NUGGETS.

Sure Hit.

"The best way to tickle a man's vanity," says the Manayunk Philosopher, "is to tell him he hasn't any."—Philadelphia Record.

Inconceivable, in Fact.

It is difficult to conceive of a girl marrying a man by the name of Dillingham Montmorency Van Alstyne and omitting cards.—Detroit Journal.

Particular About His Cigars.

Mrs. Church—Is your husband particular about the brand of cigars he smokes?

Mrs. Gotham—Very; he always locks them up.—Yonkers Statesman.

Columbus's Oversight.

That was a wise schoolboy who, when the master asked, "Why was it that his great discovery was not properly appreciated until long after Columbus was dead?" promptly replied: "It was because he didn't advertise, Sir."—Richmond Religious Herald.

Reading Makes a Full Man.

"Quigbee is a queer sort of a chap. He told me yesterday that when he feels particularly blue and melancholy, he always sits down and reads a book of poems."

"And when he gets hungry I suppose he sits down and reads a cook book."—Baltimore Jewish Comment.

THAT VACATION TRIP.

From The Chicago Record.

Now is come the vexing season when a fellow's very reason
Totters to the verge of madness, and his thoughts become a crime,
At the old, recurring question, "Shall I flee from the congestion
Of the city, in the country spending my vacation time?"

And he vows he will not waver—he's determined not to favor
Once again the coaxing spirits of the forest, field, and farm.
(Bugs and snakes that wait to fill him full of poison and to kill him
Are some pleasures that impress him with a total lack of charm.)

When the place had been selected (and his board had been collected)
On his last trip he recalls the fact of bunking in a room
Where through ceiling, walls, and flooring came an awe-inspiring snoring,
Imitative of the advent of the distant crack of doom.

While with fierce intent to ravage came a horde of hungry, savage,
And uncouthly rude mosquitoes, zipping madly through the dark,
O'er his blood raising contention with some things I wouldn't mention,
But the whole of which considered him a nice and juicy mark.

When he fished how hotly broiling was the sun as he came toiling
Seven miles along a dusty, crooked, crazy country road;
In his speech loud objurgation, in his heart prevarication—
'Twas three scraggly catfish that comprised his piscatorial load.

Much more pleasant it is, very, in the city now to tarry,
Lolling round, he holds, in negligee, and taking things at ease,
Than to rustle for diversion on a most absurd excursion,
For the craze of leaving town, he says, is simply a disease.

He proclaims it's nicer resting in a quiet flat, digesting
Coolly, calmly, undisturbedly, his little old two weeks;
While serenely contemplating with a smile the enervating
Wild and foolish hurly-burly of the country-going freaks.

Though he makes these sage pretenses, when his fortnight off commences
With the details of a country trip you'll find him all aflame;
And he'll go. (To come back "busted," nearly dead and all disgusted—
It was thus last year, and every year it's just the very same.)

GULLED DE BEAUREPAIRE

The True Story of His "Evidence" Against Dreyfus.

HAD NO EXISTENCE IN FACT

Report of Proof Against Prisoner Manufactured by "Karl," Who Exposed His Victim.

The Figaro of July 5 reveals the true nature of the evidence that for more than a month M. Quesnay de Beaurepaire has been announcing that he possessed against Dreyfus.

It will be recalled that soon after M. de Beaurepaire resigned his position as President of the Civil Section of the Cour de Cassation he began an anti-Dreyfus campaign in the columns of L'Echo de Paris. When, a few weeks ago, Gen. Mercier announced that he had no doubt of the guilt of Dreyfus, M. de Beaurepaire added that documentary evidence in the case would soon be revealed

The Figaro publishes documents in fac simile, showing that the ex-Judge has been most stupidly and fatuously "taken in." It seems that on June 2 a stranger, calling himself "Karl," called on M. de Beaurepaire at 4 Place Possoz and declared that he had absolute proofs of the prisoner's guilt in Capt. Dreyfus's own handwriting. The documents, which he enumerated, he affirmed were at Basel, and he suggested that M. de Beaurepaire should go to that town to obtain them. The ex-Judge, however, decided that "Karl" should go, and for the expenses of his journey he handed him 250 francs and told him to address all communications to Mesdames Chevreau, schoolmistresses, 26 Rue de Lubeck.

"Karl" immediately went home to his wife. Together with a friend they spent a holiday in the country. There it was decided that the ex-Judge was too "good a thing" to be thus dropped. The next day "Karl" wrote to M. de Beaurepaire, saying that he had left Paris, as per agreement, but that in order to secure the documents he must have a further sum of 300 francs. The letter was presented by the friend of "Karl's" wife at 26 Rue de Lubeck. The reply which the ex-Judge transmitted is reproduced in fac simile in the Figaro and reads as follows:

"I have received Karl's letter. Let him lose no time, for we are counting the days. I send him 200 francs in addition to what we agreed upon for the expenses of the journey. If he brings back what he has promised—that is to say, the sans réplique—I will immediately appeal to my friends, who are already informed, and he shall have a fine reward. (Signed.)

"The Man on Whom Karl Called Twice."

Further negotiations followed, being conducted by "Karl" with redoubled mystification, and the ex-Judge was induced to part with more money. At length "Karl" wrote that he had secured the documents and had had them photographed. This letter, like the others, was transmitted through the medium of the family friends. Thereupon M. de Beaurepaire addressed a long letter, referring to the supposed return of "Karl" to Paris, which ended with the words:

"Bring the documents to Paris to my house, or to the neutral house where you sent your messenger, or to a carriage, which is a good plan, for I can wait for you anywhere you like in a closed cab. * * * Why do you not leave the train at some station, like Courcelles, for instance? I would wait for you in a closed carriage, with my arm carelessly protruding from the window. This would be very safe."

"Karl," having obtained abundant evidence of the ex-Judge's naïveté, sold the story to the Figaro, and returned the money advanced to M. de Beaurepaire, with excuses for his frivolity, adding, "But I am convinced of this—à tout malade il faut un médecin."

DE PELLIEUX AND DREYFUS.

Marquis de Gallifet Orders Investigation Into the General's Conduct.

PARIS, July 16.—The Minister of War, Gen. the Marquis de Gallifet, has ordered a new inquiry into the connection of Gen. de Pellieux with the Dreyfus affair.

It is expected that this will result in his dismissal from the post of Governor of the Military District of Paris.

M. DEROULEDE'S AGITATION.

Speaks in Favor of a Plebiscitary Republic—Trifling Disorders.

PARIS, July 16.—M. Paul Déroulède, chief of the League of Patriots, has resumed his agitation in favor of a plebiscitary republic.

He lectured on the subject to-day in one of the city theatres, which was crowded with a demonstrative audience. There were trifling disorders when the meeting broke up.

LADY SALISBURY'S CONDITION.

Her Children at Walmer Castle—Liberal-Unionist Dinner Postponed.

Special to The New York Times.

LONDON, July 16.—The condition of Lady Salisbury remains about the same as at the date of my last cable. She is little better. All her children, except one son, who has gone to the Cape, are in attendance at Walmer Castle.

Lady Salisbury's illness has been the cause of indefinite postponement of the Liberal-Unionist dinner. It was to have occurred on Wednesday.

UNITED STATES AND ARGENTINA

New Treaty Reduces Duties on Sugar, Hides, and Wool.

LONDON, July 17.—The Buenos Ayres correspondent of The Times says that the new treaty between Argentina and the United States gives reductions in the duties on Argentine sugar, hides, and wool, and on American canned goods, timber, and certain farinaceous foods.

AUSTRIAN MINERS PROTEST.

Consul General Nuber Is Investigating the Party's Deportation.

CHICAGO, July 16.—Fifteen Austrian coal miners that are being deported from Rathbun, Iowa, to their Croatian homes on the charge of having violated the contract labor law, left Chicago for the East to-day, but Consul General Nuber of the Austrian-Hungarian Empire was at the station to investigate the rumor that the men were being unjustly returned to their native land.

Deputy United States Marshals, acting for the United States Immigration Commissioners, refused to allow the Consul to delay the scheduled departure of the immigrants. The Consul General was told that the Federal authorities have a clear case against the miners, who had come into this country in answer to a newspaper advertisement.

Mr. Nuber wired Acting Consul General Freyesleben at New York to investigate the case thoroughly with a view to preventing the deportation of the fifteen men if they are found to have been dealt with unjustly. The party left over the Lake Shore Road in charge of five Deputies.

FRANCO-AMERICAN COMMERCE.

Protest Against Proposed Convention as Injurious to France.

PARIS, July 16.—La Republique Française, commenting upon the "danger in which the proposed Franco-American commercial convention will place our national productions," says:

"The project provokes legitimate protests. The agriculturists of Ain Department have already remonstrated, and others will follow, as all parts of the country will be affected."

No Spanish Railway Shortage.

MADRID, July 16.—El Liberal, which yesterday published a statement to the effect that a deficit of 2,750,000 pesetas had been discovered in the accounts of the Northern Railway Company, due to embezzlements, publishes a retraction to-day, admitting that the story was false and apologizing.

French Squadron at Barcelona.

BARCELONA, July 16.—A French squadron, consisting of twenty ships, arrived here to-day.

BUBONIC PLAGUE ON SHIPS.

City of Peking and American Maru in Quarantine.

TACOMA, July 16.—The officers of the Olympia bring word that the City of Pekin is quarantined at Nagaski and the American Maru at Yokohama, both of San Francisco-Oriental lines, with cases of the bubonic plague aboard.

There have been two deaths aboard the American Maru.

THE PEACE CONFERENCE.

Small States to Have Representation in the Arbitration Court.

THE HAGUE, July 16.—The sub-committee of the Arbitration Section of the Peace Conference at yesterday's meeting adopted a resolution that the permanent Court of Arbitration should consist of the Ministers accredited to Holland, instead of the Ministers resident at The Hague.

This will have the effect of bringing in the smaller States whose Ministers are accredited to two or more countries simultaneously.

LORD FRANCIS HOPE ENJOINED.

Husband of May Yohe Cannot Sell the Hope Diamonds.

Special to The New York Times.

LONDON, July 16.—The efforts of Lord Francis Hope, who married May Yohe, to retrieve his fortunes to some extent by the sale of the famous Hope diamonds, have been frustrated by the courts. The diamonds cannot be sold.

To add to the chagrin of the noble Lord and presumptive heir to the Dukedom of Newcastle, the judicial refusal is made more bitter by a statement that the financial straits of Lord Francis are due to his own extravagance and lack of forethought.

COREAN PREMIER ATTACKED.

Explosives Thrown at His Residence—American Legation Guarded.

TACOMA, July 16.—Mail advices state that on June 14 at Seoul, explosives were thrown at the residence of Premier, Pak Chong, and Pak Hwi Yang, wounding one person severely.

The Emperor has removed to the newly built library, but the Russian and American Legations are closely guarded. Some thirty persons were arrested. They are suspected of being connected with conspirators in Japan.

A telegram from Chemulpo June 19 says two Captains in the Korean Army and two other persons have been apprehended on a charge of plotting to put to death the present Emperor

Japan's Plan for Care of Prisoners.

VICTORIA, B. C., July 16.—Japanese advices say, with regard to the treatment of foreign criminals after the new treaties become operative, that the Prison Bureau of the Home Department has decided to detain such criminals in different prisons from those occupied by Japanese. Cells are to be furnished with a wooden chair. Buttoned clothes and wooden-soled sandals will be provided. The diet of prisoners is to consist of hulled rice, barley, and vegetables. Rigid instruction will be given to them by clergymen who understand their language. As foreigners are not skilled in any handicraft work, some other kind of labor will be specially provided for them.

Fatal Accidents in Japan.

TACOMA, July 16.—Mail advices state that on June 14 a great quantity of gunpowder exploded in a go-down of the military division at Shinkei-Yei, Japan, and over 300 houses surrounding the place were destroyed and thirty lives lost.

A coal mine in Takawa Gori, Japan, became filled with poisonous gas, and about 190 miners were suffocated.

American's Claim in the Transvaal.

VICTORIA, B. C., July 16.—United States Consul Smith of this city is said to have forwarded to the American Government a memorial from R. E. L. Brown, an American mining engineer, requesting the Government's intervention to secure Brown's claim against the Transvaal Government for damages rising out of the well-known Witfonteine case, in which Brown secured a judgment for $1,812,000.

TRANSPORT SINKS ROWBOAT.

Mrs. G. Sullo, One of the Occupants of the Boat, Instantly Killed.

A north-bound New York and New Haven car transport ran into a rowboat on the Harlem River off One Hundred and Twelfth Street last night, capsizing it, and throwing its occupants into the water. One of them, Mrs. Geleste Sullo, twenty-seven years old, of 65 Mott Street, was hit by the prow of the transport and was instantly killed. Her skull was crushed.

With her in the boat were her husband, Carmen Sullo, twenty-eight years old, his eighteen-months-old daughter, Jennie, and Frederick O. Beangise of 227 Sullivan Street, a friend. None of them could swim.

John Murray of 1,446 Park Avenue and Michael Flynn of 1,857 Third Avenue, who were in a small boat, saw the accident. They pulled out as quickly as possible and rescued the two men and baby, and, securing the body of the woman, towed it ashore. The child, suffering from the water it had swallowed and shock, was taken to the Harlem Hospital. The men went to their homes, and the woman's body was sent to the Harlem Margue. No arrests were made.

About 2,000 persons were on the recreation pier at One Hundred and Twelfth Street at the time of the accident. The crowd was thrown almost into a panic by the shrieks of those in the water. Women and children ran about screaming to the men to save the lives of the struggling people, and not until the rowboat returned to shore did the excitement subside.

It is said there was no policeman on the pier, owing to the strike in Brooklyn, and there was an hour's delay in calling an ambulance.

HE SWAM THE RIO GRANDE.

One of the Kansas Boys Writes to His Grandparents About It.

From The Kansas City (Mo.) Journal.

Ed White and Bill Trembly undoubtedly were the heroes of the Twentieth Kansas fight at the Bagbag. White has written to his grandparents, Mr. and Mrs. James Nevill, of Seneca, an account of their exploit, and from it we extract as follows:

"I can say with pride that I have not missed a volley fired by the company, that I have never been sick or given out, and that I have never weakened or complained at the trying marches. I guess you have read in the papers about me swimming the river. All the papers here have been very profuse in their remarks relating thereto, and all of a complimentary nature, and have reproduced my picture in their publications, and intimate that Congress will vote a medal in recognition of the act. I lost all my clothes, gun, and equipage in the river. I advanced with the firing line just the same my entire wardrobe consisting only of a coat. I acted doctor and carried water for the wounded. In this capacity I was frequently subjected to a rain of bullets. Poor niggers, so many were killed and wounded!

"It wasn't long before I took a pair of shoes from a dead man, a hat from a nigger, a gun from another, and then went into it. I could write for a week trying to describe the battle Col. Funston went with me across the river. Bill Trembly and I swam with the rope. Others followed in a boat, but the boat sank in the middle of the river, and down went our guns and everything we had. I swam out and saved two men from drowning. I was in the water for an hour. Will tell you all about it when I come home. Over 2,000 men watched us swim the river right up to the insurgent trenches and tie the rope before they knew it; and then I thought I was gone. We swam the river just at noon; it took forty-five minutes. I hit a nigger with a hunk of mud, and you ought to have seen him go. The Colonel called for volunteers and no one seemed to care to go.

"Just another little reference. A bridge set afire by the insurgents was to be saved if possible, and we had just about completed the task when the niggers opened fire and twenty-nine of the Kansas boys went down all around me. I didn't receive a scratch. Five fell in Company B. We charged them, and when we quit niggers were piled up all around us. We ran up to their trenches and used the bayonets. This is only one of a dozen fights of the same character. I am certainly very fortunate. These niggers can't hit me. They have tried it for four months, during which time hardly a day passed that we have not been under fire. I think my old gun has sent a few niggers to roost."

IN FOREIGN LANDS.

MLLE. CHAUVIN MAY PRACTICE LAW IN PARIS AT LAST.—One of the last acts of the French Chamber of Deputies before being prorogued was to pass M. Viviani's bill empowering duly qualified women to practice as lawyers. It may be recalled that a year ago a young woman named Mlle. Chauvin, who had passed the requirements of the French bar, was denied enrollment as an advocate of the Appeal Court. It is the consensus of opinion in Paris that the Senate will offer no objection to passing M. Viviani's bill, thus making it a law. Mlle. Chauvin will file a new application for enrollment among the barristers of the Appeal Court next October, and it is considered as quite certain that her example will be followed by other women who, like her, have passed the rather severe examinations of the law school. Although not admitted as a barrister, Mlle. Chauvin has for some months been established as consulting lawyer at Passy. In her rooms at the Villa de Medicis she gives consultations daily to anybody who chooses to utilize her profound knowledge of the codes. Most of her clients are of her own sex, but she is frequently consulted by barristers for whom she prepares cases.

***

THE FINAL END OF THE CERRUTI AFFAIR.—La Voce della Verita, a clerical paper of Rome, announces that the famous Cerruti affair, or, in other words, the controversy that has been going on between Italy and Colombia for the last fifteen years, is finally and absolutely settled. La Voce, commenting on the settlement, says that, though the Italian Government may be satisfied, it remains to be seen whether equity and justice have not been violated. The final act of the settlement has been brought about by the payment by the Government of the United States of Colombia to the British Minister at Bogota of 144,000 piastres in gold in acknowledgment of the claims of those creditors of Signor Ernesto Cerruti who had not previously come to an agreement with the Central American Republic. A sum of 314,000 piastres had already been paid, besides the indemnity of $300,000 awarded by President Cleveland to Signor Cerruti himself. The creditors are paid at the rate of the total capital claimed by them as indemnity, together with 20 per cent. extra as interest on their money. The Government organs in Rome praise the action of the Italian Government in forcing things to an issue, and assert that it is doubtful if the affair would ever have been settled except for the energy of Admiral Canevaro, who a year ago sent Admiral Candiani with a fleet bearing an ultimatum to Cartagena. This upset the equilibrium of the Colombian Government and the intrigues of its clerical supporters. In a newspaper interview by the Government papers in Rome that the Vatican was more responsible for the protracted delay and for the necessity of sending a fleet than anything else.

***

THE INTRICACIES OF "MENAGE A QUATRE" IN PARIS.—A good subject for the French novelist is offered by a curious episode of Parisian domestic life, which has just been revealed by the courts. Two families living in the Rue Rivoli determined to join forces and set up housekeeping, thus lessening the expenses of the "ménage." The arrangement did not last long. There was a general grand break up, and each husband went off to live in undisturbed felicity —with the other man's wife. Double divorces were soon obtained and two fresh marriages celebrated. After this exchange of partners things in their outward course went smoothly for awhile. Finally the children in the case constituted the element of dissension in the harmony of the new arrangement. One of the husbands who had three of his own by his first wife, and who seems to have been largely endowed with the bump of parental affection, volunteered to take the two children of his second wife by her first husband also under his care. But before long the fond father and foster father began to find that his household was rather expensive, and, after trying in vain to have the other couple contribute their share for the support of the children, brought an action against his former wife and his wife's former husband, suing the former for 20,000 francs and the latter for 25,000 francs, the total being half the amount expended by him on the children since the two divorces and subsequent weddings. About ten days ago the court dismissed the claim on the ground that "the duty devolving on parents of bringing up their children is not a matter of solidarity, and that which ever parent has voluntarily carried out that duty singly has no case against the other parent for not fulfilling his or her share of the obligation or contributing part of the expenses incurred." It is thus seen that the fond father and foster father, if he desires to keep all five children, will have to go on paying the expenses of the family out of his own pocket.

***

CAMILLE FLAMMARION AND SPIRITUALISM.—Camille Flammarion, the well-known astronomer and writer of romances, the scene of the action of which takes place among the stars, has just delivered a severe blow to the Spiritualists of Paris, including the disciples of the famous Allan Kardec and his wife. Kardec it seems wrote a book called "Genesis," which he presented to his disciples and to the public as being partly the work of the long-departed Galileo radiating information from the outer world through the mediumship of Camille Flammarion. The latter has lately denied the authenticity of M. Kardec's information. It is impossible, he says, that Galileo could have made the mistake of saying that Jupiter had four satellites instead of five and that Saturn had eight instead of nine. M. Flammarion even goes further and avers that all his efforts to ascertain the identity of the spirit failed, and he accounts for his mediumship in connection with Galileo by saying that his utterances in that capacity were mere reflections, emanations, or ejections of his own brain worked upon by circumstances. It is the consensus of opinion among the writers of Paris that Kardec's greatest disciple is having considerable fun with the master. In the meantime the will of the Spiritualist's wife has become the subject of bitter contestation. Her last will, leaving a huge legacy to the Société Spirite, has been annulled by the Tribunal of the Seine. She made another will, however, in which she stated that if the spiritualistic society could not receive the legacy the legatee should be M. Joly, a former disciple of her husband. Direct descendants of the testatrix have now intervened and dispute M. Joly's claim. The matter will be decided this week.

FIREMAN SERIOUSLY INJURED.

Henry F. Shanahan Fell Down a Staircase of a Burning Building.

Fireman Henry F. Shanahan, twenty-seven years old, living at 193 Franklin Street and attached to Engine Company No. 27, was seriously injured at a fire which occurred at 56 Beach Street last evening. He was removed to the Hudson Street Hospital, and doubts are entertained of his recovery.

The fire started on the third floor, as the result of an explosion of an oil lamp. Shanahan entered the building, and in coming down stairs ran into the banister. It was an insecure affair, and it gave way, one of the posts entering the fireman's abdomen. Shanahan was carried from the building in an insensible condition and hurried away in an ambulance.

The total loss on the building, which is owned by the Trinity corporation, will be about $1,000.

Chaplain Jones Will Speak.

Chaplain Jones of the United States battleship Texas will be the speaker of the evening to-night at the tent meeting conducted by the Rev. M. George Coker at the Mariners' Temple, off Chatham Square.

Camphor Trees in Florida.

From The Jacksonville Fla.) Times-Union.

Gen. Swindley, a retired English Army officer, is fully convinced that camphor can be profitably produced in South Florida. On his home place, two miles west of Orlando, he has several acres planted in camphor trees of different sizes. He is adding to the number each year. The trees are hardy and not injuriously affected by heat or cold, excessive moisture or extreme drought. They thrive without artificial fertilization, and form heads that are a joy to look at. The trunks are short, or almost entirely absent, branches putting out close to the ground. The tops are in the form of a rounded cone, symmetrical and shapely. Others in this vicinity are planting to some extent, and it is probable that camphor trees will receive a good deal of attention during the next few years. The large trees bear an abundance of seed, which germinate readily.

THE PERTH AMBOY BANK.

Further Examination of Its Books Made—Savings Institution May Resume This Week.

PERTH AMBOY, N. J., July 16.—One clerk worked all day to-day on the books of the Middlesex County Bank, which has been wrecked by its cashier, George M. Valentine, but what the result of his investigations is has not been made public.

The Board of Managers of the savings institution will meet to-morrow or Tuesday and discuss the affairs of the savings bank. Arrangements are almost completed to reopen the bank. This will occur some day next week. It is expected that there will be a run on it, and preparations have been made to pay out every cent on deposit if this should be needful.

Valentine's father went to New Brunswick to see him to-day. Ross Valentine, the cashier's uncle, turned over a bundle of papers to Chief of Police Burke to-day. The package is addressed to Sheriff Litterest, but what its contents are is not known to any outsider. Mrs. Valentine, Jr., is still at Ocean Grove.

The Perth Amboy City Council will meet to-morrow evening to take action. One hundred and twenty-nine thousand dollars of the city's money is tied up in the bank, and the city is left without ready money to pay its bills. Of the $129,000, $40,000 is from the sale of bonds for the high school. The Aldermen will authorize the issuance of short-term bonds in anticipation of taxes to meet the obligation of the city. Only about $2,200 worth of these will have to be sold at once, and later the bonds can be sold to meet bills as they come due.

Valentine's Quiet Day.

NEW BRUNSWICK, N. J., July 16.—George Valentine passed a very quiet day in the county jail here to-day. He was visited by his mother, father, and wife. He saw none but these.

BAG OF JEWELRY MISSING.

Property Said to be Worth $2,000 Lost at Narragansett Pier.

Special to The New York Times.

NARRAGANSETT PIER, R. I., July 16.—Mr. and Mrs. Morris Gross of New York, who recently came here from Saratoga Springs, where they have a cottage, lost a chamois bag containing jewelry yesterday, and this morning caused an announcement to be posted in the lobby of the Mathewson House, where they are guests, offering a reward of $300 for the return of the missing jewels or information leading to their recovery. The estimated value of the property is $2,000. It is supposed that the jewels were lost somewhere in the vicinity of the beach or between the beach promenade and the hotel. Several pieces of jewelry left in the rooms of Mr. and Mrs. Gross, on the third floor of the hotel, were found untouched, which is considered good evidence that the property was not stolen from the room.

Following is the list of the lost articles: Diamond necklace, fifteen stones; two solitaire, stickpins, opal stickpin, with diamonds; crescent pin, with seven diamonds; small crescent pin, three diamonds; large old-fashioned gold ring, solitaire diamond ring, two marquise rings; one with sapphires and one with rubies; turquois diamond ring, gold fancy ring, with rubies; fancy diamond ring, with green pearls, and gold stickpin, with diamonds.

THE NEWS OF NEWPORT.

Special to The New York Times.

NEWPORT, July 16.—Miss Julia Dent Grant arrived from Saratoga this morning. She will be the guest of her aunt, Mrs. Potter Palmer, until her marriage in September to Prince Cantacuzene. This evening Mrs. Palmer entertained at dinner in honor of Miss Grant. The guests included the Baroness D'Erlanger, Mrs. Clarence H. Mackay, Miss Madeline Goddard, Miss Amy Townsend, Dr. Nevins of Rome, and Potter Palmer, Potter Palmer, Jr., and Honorie Palmer. Egyptian lotus was used for table decorations.

Dinners were given this evening by Mrs. Frederick Sheldon, Mrs. Edward J. Berwind, and by William K. Vanderbilt on board the steam yacht Valiant, which has a delightful orchestra on board. The yacht, which has been overhauled during the past two weeks, arrived early this morning from New York.

Despite the inclement weather to-day there were several of the cottagers out in their automobiles, but the greater number were not in evidence. William K. Vanderbilt, Jr., has received a new automobile carriage.

Thus far there are but two women here who operate the automobiles without an attendant, and they are Mrs. Hermann Oelrichs and Miss Daisy Post, both being skilled drivers of this style of carriage. The women who are still under instructions with the automobiles are Mrs. W. K. Vanderbilt, Jr., Mrs. Clarence H. Mackay, Mrs. Arthur T. Kemp, Mrs. Harry Payne Whitney, Mrs. Frederick Neilson, and Mrs. Stuyvesant Fish. The gentlemen who are using these carriages are Arthur T. Kemp, W. K. Vanderbilt, Jr., H. H. Hunnewell, Jr., Harry Payne Whitney, William R. Travers, Pembroke Jones, Reginald Vanderbilt, Alfred G. Vanderbilt, and the Hon. George Von L. Meyer. There have been several brushes between them with their carriages, and H. Roger Winthrop still holds the Ocean Drive Casino time record. At the end of the week an attempt to lower the Ocean Drive record will be made by two gentlemen among the cottagers.

Mr. and Mrs. F. G. D'Hauteville have arrived at their cottage from Europe. During their absence their cottage has been materially improved and enlarged.

Mrs. Clarence A. Dolan entertained at dinner this evening at Stone Villa.

Mrs. Cornelius Vanderbilt entertained at luncheon and dinner at the Breakers today.

Ex-Gov. Francis of Missouri, who has been passing a visit with his family at Jamestown, has returned to his home on a business trip.

The steam yacht Intrepid arrived yesterday.

The Hon. Mrs. Fitzgerald of England is at the New Cliffs Hotel. The house party which Mr. and Mrs. Cornelius Vanderbilt are entertaining at The Breakers is now complete, and is made up of these young people: Miss Morton, Miss Sloane, Miss Iselin, and the Messrs. F. M. Davies, W. F. Whitehouse, Jr., N. S. Iselin, Douglass Cochran, Munson Morrison, and William P. Burden.

The bad weather of this evening seriously interfered with the first Sunday evening concert at the Casino, and many of the dinners which were to have been given at the grillrooms were postponed. Senator Chauncey M. Depew gave his first dinner of the season, and Messrs. William Cutting, Jr., and Harley T. Proctor also gave dinners there.

Reuterdahl—Stephenson.

Special to The New York Times.

CHICAGO, July 16.—The marriage of Henry Reuterdahl, a well known New York artist, to Miss Gyda Pauline Stephenson, daughter of the late Thorvaldur Stephenson, was celebrated this afternoon at the residence of the bride's sister, Miss Sarah Stephenson, 1,490 North Sawyer Avenue. Mr. and Mrs. Reuterdahl will reside at 62 South Washington Square, New York.

Entertainment in Y. W. C. A. Rooms.

A stereopticon exhibition will be given to-night at 8:15 o'clock in the rooms of the Young Women's Christian Association, 7 East Fifteenth Street.

Silk Weaver Commits Suicide.

Francis Lomeyne, fifty years of age, a French silk weaver living at 423 Union Street, Union Hill, N. J., shot himself through the heart yesterday with a revolver. He was found dead last night by his friend Joseph Rousset of 213 Franklin Street, Union Hill. The dead man had no relatives in this country.

Schooner John A. McKie Ashore.

The Ship Bottom Life Saving Station reported at 9 o'clock last night that the schooner John A. McKie of Boston, Capt. Erb, from St. John, N. B., June 29, for Philadelphia, loaded with lath, was ashore off that place.

Gypsy Moths in New Fields.

From The Boston Transcript.

A new colony of the gypsy moth is reported at Georgetown, Mass., a district which heretofore has been far outside the so-called infested territory. Three acres on Long Hill already are stripped bare of foliage. A member of the committee who has inspected the district says that the colony is one of the worst he has seen. The infested territory is said to include forty acres, and the discovery is expected to insure another long struggle by the Board of Agriculture's gypsy moth committee.

LETTERS FROM THE PEOPLE

SAMPSON AND SCHLEY.

To the Editor of The New York Times:

THE TIMES of this date contains a dispatch from Washington in which it is stated that the Acting Controller of the Treasury has rendered the following decision:

"Rear Admiral W. T. Sampson was advanced eight numbers and appointed as Rear Admiral in the navy 'for eminent and conspicuous conduct in battle,' under the provisions of Section 1,506 of the Revised Statutes, from Aug. 10, 1898, and an ad interim commission was issued from that date. This advancement the Senate failed to confirm prior to adjournment."

And very justly did the Senate thus act, for there is no recorded instance of any act on the part of Sampson which, by the most elastic conscience and enthusiastic admiration, could be distorted into "eminent and conspicuous conduct in battle," and if any of the many more or less veracious historians of the war know of any such occasion they have failed to make mention of it in their screeds.

Could it have been upon that memorable day when the squadron under command of Capt. Sampson achieved that glorious victory at Matanzas and succeeded in annihilating that noble defender of his home—the immortal Spanish mule?

Or could it have been upon that historic morning of July 3, when Sampson, with full knowledge of the impending sortie of Cervera's fleet from Santiago Harbor, (for he had been so informed some days before,) saw fit for the sole purpose of transporting himself to Siboney, but eleven miles distant, to weaken the blockading and fighting strength of our force, by taking away from it the fleet and powerful warship New York? Why did he not resort to one of the many smaller craft under his command?

Certainly, the bombardment of San Juan afforded Sampson no opportunity for the display of "eminent and conspicuous conduct in battle," and I can recall no other occasion which afforded the Secretary of the Navy and the President the opportunity for asking the Senate to make Sampson a Rear Admiral under the law, or for the acceptance by Sampson of such nomination when made.

The question naturally arises as to the reasons for and the legality of the attempt by the Secretary of the Navy and the President to bestow upon Sampson a rank to which, by law, he had no claim or right whatever, and it is very gratifying to one citizen, at least, to know that Sampson's illegal claim for the pay of a Rear Admiral for seven months prior to his becoming such is denied him.

I have seen it stated in print that Sampson's share of the prize money to be distributed to the officers and crews of the ships engaged in blockade duty was something like $90,000. Were it but a part of this sum one would think that he received pretty full pay for services rendered. Much stress has been laid upon the alleged wonderful services of Sampson in the distribution of the warships about the mouth of Santiago Harbor, and the wonderful success of his plans for the engagement with Cervera's fleet.

To a landlubber it seems as if the placing of ships about the mouth (and that a very narrow one) or an invested harbor was a matter which might with safety be committed to the youngest midshipman in the service, for there was but one thing to do, or that could be done, if they were there at all. Again, what possible plan could be made in advance upon which lines a naval fight should be conducted? If the enemy had considerately informed Sampson of his intentions and of the various positions to be assumed by the vessels of his fleet, it is possible that directions might have been issued to the attacking fleet in accordance. But Admiral Cervera did not acquaint Sampson with his intentions, and it seems to me that, until he made them known by actual demonstration, our ships' commanders and the flag officer in command of the fleet, Commodore W. S. Schley, could have had no knowledge whatever as to the course to pursue. That they then knew and acted accordingly, with most satisfactory results, is now history, and, too, the other fact that Acting Rear Admiral Sampson, chief in command, was at Siboney, eleven miles away, and reached the scene of the engagement one hour too late to participate, although not too late, as the Captain of the New York seems to think for his (the latter's) participation in the prize money.

One newspaper here, with characteristic disregard of all decency and truth in its persecution of Rear Admiral Schley, tags on to the dispatch (concerning Sampson's failure to get Rear Admiral's pay while only a Captain) this statement:

"Rear Admiral Schley has drawn the increased pay of his grade ever since his advancement, but it was not until a few weeks ago that Rear Admiral Sampson applied for the larger pay to which he had apparently been entitled since Aug. 10 last—1898."

Admiral Schley has drawn the pay of a Rear Admiral since his confirmation as such on March 3 last, but only as provided under the law existing before the passage of the Personnel bill. By that law he became a Rear Admiral of the first class, with pay corresponding to that of a Major General in the army, which went into effect upon the 1st of the present month only. Schley was nominated a Rear Admiral, as was Sampson, on Aug. 10, 1898, but he has never presented any claim for pay as such until his confirmation on March 3 last. If Sampson has not drawn pay as Rear Admiral (under old terms) since March 3 last, it was because he would not accept it, (for checks are sent officers,) but preferred to await the results of his claim to have pay of that grade since Aug. 10, 1898.

The facts mentioned as to Admiral Schley are unquestioned, as they were so stated to the writer by the Admiral himself a few weeks ago. JUSTICE.

New York, July 7, 1899.

RESPONSIBILITY IN NAVIGATION

To the Editor of The New York Times:

Nothing could so startle or shock the amour propre of a master mariner of even the present time, as the idea of a divided responsibility in the navigation of a vessel under his command, while in looking back a generation we can hardly imagine the scornful wrath with which such a proposition would have been received by such old "seadogs" as Judkins or Murphy of Cunard fame, or by Cameron, Walker, or McKay of the present time. Indeed, any one familiar with the autocratic position assumed by the commander of the ocean liner toward his subordinates, with whom he rarely, if ever, exchanges a word, save in the strict line of duty, must realize the absurdity of a divided responsibility. But the phenomenal increase in the speed, in the size, and in the draught of water of the ocean steamer, as well as the vast amount of property and the many human lives involved in her safety may eventually, if not in the near future, demand a check upon the one man's responsibility in her safe conduct.

Human judgment is fallible, even when fortified by years of successful experience, notably in the case of the Paris, and that the brain may be overworked or overstimulated, as was the case with the Captain of the Mohegan, there is ample evidence, and in view of all this, the several interviews reported in THE TIMES of this morning with some of our principal ship agents will be read with great interest by the seafaring community as well as by all those who are in the habit of crossing the ocean or who have relatives who cross the deep.

According to your report of an interview with the Manager of the Atlantic Transportation Company, (owner of the ill-fated Mohegan,) the board has issued an order to the Captains of its vessels to this purport, that the courses of their vessels must in future be "set" by the junior officer and submitted by him to the commander for approval; and this step is evidently taken under the presumption that his superiors would not hesitate to criticise his action, whereas if the courses laid down by the commander were ordered to be submitted to his subordinates, any one who knows anything of the autocratic bearing of the commander of an ocean liner toward his subordinates, and especially what it would be toward a junior officer who would venture to differ with him, would realize the impracticability of such an order being carried into effect.

In fact, the circumstances attending the loss of the Mohegan plainly demonstrate the position of the subordinate to his commander, when, as it is alleged, the officer of the deck saw the danger, but did not dare to alter the course. Such, indeed, is the awe which the commander of a steamship inspires. Mr. Lee, the Manager of the White Star Line, would seem to be diametrically opposed to the views of the agent of the Transportation Company as propounded in the order of his board, Mr. Lee holding that the Captain, and the Captain only, is responsible for the safe conduct of the ship, and that his subordinates may only act in an advisory capacity; and Mr. Gustav Schwab, Manager of the North German Lloyd, seems entirely to agree with him, while Mr. Emil Boas, Manager of the Hamburg Line, takes a more conservative view, as follows:

"On our own line the chief officer is held jointly responsible with the Captain for the navigation of the ship. They act together in establishing the courses, and in case they disagree, while the Captain's orders are obeyed, the chief officer is compelled by the rules to enter his objections in the log. The other officers are expected to take observations."

I believe, however, that the French Line has adopted the divided-responsibility plan, as this company is reported as carrying both a Captain and a Second Captain, as also the usual complement of officers, the Second Captain presumably being the navigating officer. Any plan, however, of delegating the duties of a navigating officer of an American or of an English merchant vessel to a junior officer would meet with the most unqualified opposition both ashore and afloat, but I am of the opinion that the appointment of a navigating officer, whose duties would be confined to the chart room, and who would be subordinate to the commander, would be hailed by him as a relief from responsibility, and in nowise would detract from his supremacy or his dignity, any more than in the case of the navigating officer of any or of all war vessels.

T. R. W.

New Brunswick, N. J., July 13, 1899.

ENGLAND AND AMERICA.

To the Editor of The New York Times:

The letter you print in to-day's issue under the heading "England and America," from your correspondent "W. J. B.," is typical of the England hater, also the small American who always has "the equality of man" on the tip of his tongue, while in his heart he knows that, however nice the phrase sounds, it is only a big bluff and a question of cold, hard cash all the time the world over. As far as worldly possessions go, the man who owns a dollar is that much ahead of one who has nothing. Now, I am an Englishman who hails from London, and do you know, Mr. "W. J. B.," that since I have been in New York I have been trying to find where all the freedom is that Americans have which we poor devils of English have not; but I find things much the same as in England—the more money a man has the more freedom he can enjoy.

"W. J. B." is a humorist; even a slow-going Briton can see how funny his jokes are. For example, in telling the world about the Transvaal, he quotes your London correspondent as saying "England wants the country," and in eloquent language gives his opinion of the "true mission of the American Republic," which he reckons is to turn the lash of public opinion against England for being so naughty. Of course, he is only jollying John Bull, while as an American he helps grab Cuba, the Philippines, &c.

Now, "W. J. B.," I like you because you are, I presume, a citizen of these United States, one of 70,000,000 people who live under conditions which allow of each individual getting as much enjoyment and happiness from life as is possible. But don't be selfish; if your country is generous enough to give other people the same benefits which you enjoy, don't kick and worry about America following in the footsteps of England. Be broad-minded and liberal, as I know you really are, except in regard to my country, which you seem to think is very bad. Act up to your principle that every man is born equal and do not grudge or get disgruntled over the fact that the great heart of a mighty nation is not content with its own enjoyment of advanced civilization, but, in its large sympathy to all, is anxious to confer the same benefits upon the whole world, if possible.

America is a second edition of England. It may be brought up to date and bound in better style, but the contents, the guiding principles, the mutual longing for independence and freedom, the generosity which seeks to give these gifts to all men—well—are the best attributes of the Anglo-Saxon.

A MAN FROM LONDON.

New York, July 15, 1899.

COL. W. P. JOHNSTON DEAD.

President of Tulane University, New Orleans—Was Captured with President Jefferson Davis.

LEXINGTON, Va., July 16.—Col. William Preston Johnston, President of Tulane University, New Orleans, died at the home of his son-in-law, the Hon. Harry St. George Tucker, to-day.

Col. Johnston went to Virginia Hot Springs the latter part of June, and about a week ago came here very ill, hopeful that this climate would restore his health. His condition became serious yesterday. He was cheerful up to the hour of his death, and his mind was perfectly clear. At his bedside were his wife and daughters, Mrs. Tucker of Lexington and Mrs. Richard Shaep of Wilkesbarre. He died in the same bed in which he was born sixty-seven years ago.

William Preston Johnston was one of the most prominent educators in the South. He was born in Louisville, Ky., Jan. 5, 1831, and was a son of Gen. Albert Sidney Johnston, who commanded the Confederate forces at Shiloh and was killed in that battle. After attending the best schools in Kentucky, young Johnston was sent to Yale, where he was graduated in 1852. He was graduated at the Louisville Law School the following year, and in 1854 married Miss Rosa Duncan of New Orleans. He began the practice of law in Louisville, but at the outbreak of the civil war he

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $8,500,000. 31 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

Central National Bank
320 Broadway.

Phenix National Bank.
49 Wall Street.

Continental Trust Company
30 Broad St.

Colonial Trust Company
CAPITAL & SURPLUS, $1,500,000.
ST. PAUL B'LD'G. 222 B'way.

Washington Trust Company
Stewart Building, 280 Broadway.

Real Estate Trust Co.,
30 NASSAU STREET.
Capital, Surplus, and Undivided Profits $900,000.
Receives Deposits, Allowing Interest.
Acts as Trustee, Transfer Agent, Registrar, &c.

PHILADELPHIA.
Fourth Street National Bank
Capital, $1,500,000. Surplus, $1,400,000.

BANKERS' CARDS.

Rudolph Kleybolte & Co.
BANKERS, 1 Nassau St. New York.
STATE, COUNTY, MUNICIPAL and SCHOOL BONDS
Descriptive list furnished upon application. Correspondence invited.

Holmes & Co.,
EMPIRE BUILDING,
71 Broadway, New York.
Members { N. Y. Stock Exchange. N. Y. Cotton Exchange. Chicago Board of Trade.
Branch Office:
GRAND UNION HOTEL, SARATOGA.

KOUNTZE BROTHERS,
BANKERS,
Broadway & Cedar St. NEW YORK.
Investment Securities.
Foreign Exchange.
Loans made against approved collateral.
Interest allowed on deposits.
LETTERS OF CREDIT.

Sutro Bros. & Co.
Members New York and Phila. Stock Exchanges.
56 Broadway, N. Y. 121 S. 5th St., Phila.
Carefully Selected
Investment Securities
Recommended.

New York Telephone. 4914 Cortlandt. Brooklyn Telephone. 391 Brooklyn.
Geo. H. PRENTISS & Co
DEALERS IN
LOCAL SECURITIES,
57 William St., NewYork. 208 Montague St., Brooklyn.
MEMBERS OF N. Y. STOCK EXCHANGE.

36 NASSAU STREET, NEW YORK.
Fisk & Robinson
BANKERS
Investment Securities
HARVEY EDWARD FISK,
GEORGE H. ROBINSON,
Member New York Stock Exchange.

E. C. POTTER & CO.
BANKERS AND BROKERS,
36 WALL STREET.
Members of New York Stock Exchange

FINANCIAL.

Guaranty Trust Co.
of New York.
NASSAU, CORNER CEDAR STREET.
CAPITAL, - - - - - $2,000,000
SURPLUS, - - - - - $3,000,000
ACTS AS TRUSTEE FOR CORPORATIONS, FIRMS, AND INDIVIDUALS, AS GUARDIAN, EXECUTOR, AND ADMINISTRATOR. TAKES ENTIRE CHARGE OF REAL AND PERSONAL ESTATES.
INTEREST ALLOWED ON DEPOSITS subject to cheque or on certificate.

DRAFTS ON ALL PARTS OF GREAT BRITAIN, FRANCE, AND GERMANY BOUGHT AND SOLD. COLLECTIONS MADE. TRAVELLERS' LETTERS OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD, AND COMMERCIAL LETTERS OF CREDIT ISSUED.

WALTER G. OAKMAN, President.
ADRIAN ISELIN, JR., Vice-President.
GEORGE E. TURNBULL, 2d Vice-President.
HENRY A. MURRAY, Treas. and Sec.
J. NELSON BORLAND, Asst. Treas. and Sec.
WM. C. EDWARDS, 2d Asst. Treas. and Sec.
JOHN GAULT, Manager Foreign Dept.
DIRECTORS:

Samuel D. Babcock,	Adrian Iselin, jr.,
George F. Baker,	Augustus D. Juilliard,
George S. Bowdoin,	James N. Jarvie,
August Belmont,	Richard A. McCurdy,
Frederic Cromwell,	Levi P. Morton,
Walter R. Gillette,	Alexander E. Orr,
G. G. Haven,	Walter G. Oakman,
E. H. Harriman,	Henry H. Rogers,
R. Somers Hayes,	H. McK. Twombly,
Charles R. Henderson,	Frederick W. Vanderbilt,

Harry Payne Whitney.

LONDON BRANCH,
38 LOMBARD STREET, E. C.
Buys and sells exchange on the principal cities of the world, collects dividends and coupons without charge, issues travellers' and commercial letters of credit, receives and pays interest on deposits subject to cheque at sight or on notice, lends money on collaterals, deals in American and other investment securities, and offers its services as correspondent and financial agent to corporations, bankers, and merchants.

Bankers,
BANK OF ENGLAND,
CLYDESDALE BANK, Limited,
NATIONAL PROVINCIAL BANK OF ENGLAND, Limited,
PARR'S BANK, LIMITED.

Solicitors,
FRESHFIELDS AND WILLIAMS.
London Committee,
ARTHUR JOHN FRASER, Chairman.
DONALD C. HALDEMAN.

WRITE FOR INFORMATION OF THE NEW investment to W. J. MADDEN, Equitable Life Assurance Society, 120 Broadway, N. Y.

FINANCIAL.

LEE, HIGGINSON & CO., BOSTON,
AND
STRONG, STURGIS & CO., NEW YORK,

OFFER FOR SUBSCRIPTION

$8,600,000

First Mortage Five Per Cent. Sinking Fund Gold Bonds
OF THE
American Writing Paper Company

Redeemable after Ten Years at 105

Dated July 1, 1899 *Due July 1, 1919*

Bonds in denomination of $1000 each, which may be registered as to principal

PRICE PAR AND INTEREST

OFFICERS.

ELISHA MORGAN, President.
BRADLEY D. RISING, GEORGE C. GILL, HENRY S. DICKINSON, } Vice-Presidents.
W. N. CALDWELL, General Manager.
GEO. B. HOLBROOK, Treasurer. WM. H. HEYWOOD, Asst. Treasurer.
R. F. McELWAIN, Secretary.

PROPERTY.

The American Writing Paper Company will own absolutely the following properties:—

Beebe & Holbrook Paper Co.	Linden Paper Co.
Chester Paper Co.	Nonotuck Paper Co.
Massasoit Paper Co.	Harding Paper Co.
Esleeck Paper Co.	Holyoke Paper Co.
Hurlbut Paper Mf'g. Co.	Dickinson Paper Co.
Hurlbut Stationery Co.	Riverside Paper Co.
Crocker Manufacturing Co.	Shattuck & Babcock Co.
Oakland Paper Co.	Albion Paper Co.
Springdale Paper Co.	Syms & Dudley Paper Co.
Parsons Paper Co.	Geo. C. Gill Paper Co.
(except its Ledger Mill No. 2.)	Connecticut River Paper Co.
Norman Paper Co.	Agawam Paper Co.
Platner & Porter Paper Mf'g Co.	Eaton, May & Robbins Paper Co.
Windsor Paper Co.	Geo. K. Baird Paper Co.

The returns show that for the year 1898 the above mills produced eighty-four per cent. of the fine writing paper out-put of New England (the chief seat of the industry) and over seventy-six per cent. of the entire out-put of the United States.

The new Company will begin business with a cash capital of $2,500,000, besides a full stock of merchandise, raw, wrought, and in process.

Most of these properties have been in operation for many years, and their trademarks and goodwill are established and very valuable.

The books of the Companies have been examined for us by Messrs. Barrow, Wade, Guthrie & Co., chartered accountants, who report to us that the average net earnings for the past ten years (which, it must be remembered, include the hard years 1893, '94, '95, and '96), after charging all expenses, wear and tear of plants and bad debts, and making a proper allowance for executive salaries, have been $1,250,620.38, and that the aggregate earnings for the first half of the current year are at least equal to this average. The combination of these companies will naturally result in extensive advantages, improvements, and economies, and our best advices from most competent men indicate that the net earnings of the new company will not be less than $2,200,000 (and this without increased output), which is equivalent to interest and sinking-fund of the bonds, seven per cent. dividend on the preferred, and three to four per cent. on the common stock. These advices and the auditors' report may be seen at our offices.

The authorized capital and bonded debt of the American Writing Paper Company is

$12,500,000 seven per cent. cumulative preferred stock, having preference both as to assets and dividends;

12,500,000 common stock, of which $3,000,000 will remain in the treasury of the Company;

17,000,000 first mortgage five per cent. sinking fund gold bonds, due 1919, interest payable January 1 and July 1.

Of the $17,000,000 bonds, $7,000,000 have been taken by the manufacturers and $1,400,000 have been privately sold. The remaining $8,600,000 are now offered for subscription at par and interest. All the stocks issued not used to cover the cost of consolidation have been taken by the manufacturers in part payment for the mills acquired.

Application to list these bonds will be made to the New York and Boston Stock Exchange.

Subscription books will be opened on **Monday, July 17, at 10 o'clock A. M.,** and will be closed on or before Tuesday, July 18th, at 3 P. M.

The right is reserved to reject or reduce the amount of any subscription.

Subscriptions must be accompanied by a deposit of five per cent. of the par value of bonds subscribed, for which a temporary receipt will be issued, and upon surrender of this receipt and payment of the balance of ninety-five per cent. and accrued interest, to the Old Colony Trust Company, Boston, Mass., a negotiable receipt will be issued by said Trust Company, exchangeable for bonds when ready for delivery.

Copies of prospectus giving further particulars may be had on application.

LEE, HIGGINSON & CO.,
44, STATE STREET, BOSTON.
STRONG, STURGIS & CO.,
36, BROAD STREET, NEW YORK.

TO THE STOCKHOLDERS OF

The American Spirits Manufacturing Company,
The Kentucky Distilleries & Warehouse Company,
The Spirits Distributing Company, and
The Standard Distilling & Distributing Company.

Referring to advertisement of the undersigned, dated June 20, 1899, notice is hereby given that the agreement dated June 21, 1899, under the terms of which a majority of the stocks of the above-named Companies have been deposited, is hereby declared binding, operative, and effective. **The organizers have agreed, in order to afford an opportunity for absent shareholders to deposit their holdings, to extend the time for deposit of stock until July 20, 1899.**

Central Trust Company of New York,
By **F. P. OLCOTT, President.**

The State Trust Company,
By **WALTER S. JOHNSTON, President.**

Philadelphia, May 20, 1899.

TO THE HOLDERS OF THE
SECURITIES OF THE KANSAS CITY, PITTSBURG & GULF RAILROAD COMPANY and Its Terminal Companies.

Your committee deem it essential for the preservation of the value of your securities:—

First—That the securities covering the main line and the Kansas City and Port Arthur terminals be now merged and consolidated under one management.

Second—That such management be independent and in your interest alone.

Your property is of great value. It has an assured and a very large earning power. Its present financial condition is due to causes familiar to you, and which it would be difficult to avoid, even if the work were now to be done over again.

In the consolidation of the system we expect to receive the support of the foreign holders of all the securities affected. The foreign holdings are, we are informed, a majority of the whole. Pending the preparation of the plan of reorganization, we advise holders to refrain from depositing their securities with any Committee in this country. The experience of some of our fellow-bondholders has been that it is easier to deposit bonds than to get them back.

Your Committee ask the holders of the securities of the main line and terminal companies to furnish their addresses and the amounts of their respective holdings to the Chairman, care of Equitable Trust Company of Philadelphia. They will thereafter be directly and promptly informed when the plan is ready for publication, and will be made acquainted with its provisions.

WILLIAM F. HARRITY, Chairman
R. N. BAKER, (Baltimore)
AUGUST HECKSCHER, (New York)
EDW'D WAGNER, (Berlin, Germany)
SAMUEL R. SHIPLEY
SILAS W. PETTIT
WINTHROP SMITH

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS. AVAILABLE IN ALL PARTS OF THE WORLD.

To the Stockholders of the

American Spirits Manufacturing Company.

Pursuant to a resolution passed at a meeting of stockholders of the American Spirits Manufacturing Company, the undersigned have been appointed and have agreed to act as a committee to take such action as may be necessary to protect the interests of the holders of stock. Stockholders desiring to participate must deposit their stock with the **City Trust Company of New York, No. 36 Wall Street, Manhattan Borough,** who will act as depositary for the committee, and who will issue participation certificates against stock deposited. A payment of ten cents per share must be made at the time of the deposit of stock. All stock must be deposited on or before **July 21st, 1899,** after which date no stock will be received except upon terms to be imposed by the Committee.

Copies of the agreement may be had at the office of the **City Trust Company of New York.**

Dated NEW YORK, July 10th, 1899.

BERT REISS,
HUGH V. RODDY, JR.,
LEWIS W. BABCOCK,
Committee.
JAMES C. CHURCH.
WALLACH & COOK.
Counsel.

Chester B. Lawrence, Jr.
Member Consolidated Stock Exchange.
Orders solicited for purchase or sale of STOCKS and GRAIN for investment or on margin of 3 to 5 per cent.
Six per cent. interest allowed on funds received on deposit and rates for carrying stock never to exceed six per cent.
Dealer in HIGH GRADE MUNICIPAL AND STREET RAILWAY BONDS.
MAIN OFFICES, 32 and 34 BROADWAY.
BRANCH OFFICES
621 BROADWAY, CABLE BUILDING.
30 West 23d St., Adjoining Stern Bros.
ON PARLE FRANCAIS. SE HABLA ESPANOL. MAIN SPRICHT DEUTSCH.
Special Ladies' department at Branch Offices.
DAILY MARKET LETTER and SPECIAL REPORTS issued to present and prospective customers. Out of town accounts a specialty.
Telephone 2256 Broad.

BRANCH OFFICE
Chester B. Lawrence, Jr.
MEMBER CONSOLIDATED STOCK EXCHANGE
621 BROADWAY,
COR. HOUSTON ST., (CABLE BLDG.)
STOCKS, BONDS, and GRAIN.
EDWARD T. GALWEY, Manager.

FINANCIAL.

To the holders of our certificates of deposit for Five Per Cent. First Mortgage Gold Bonds of the

Baltimore Belt Railroad Company

issued under bondholders' agreement dated November 1st, 1897:

Referring to our circular dated London, June 22, 1898, we now beg to notify you that pursuant to the arrangement therein stated, The Baltimore and Ohio Railroad Company has now elected to exercise the option thereby granted to it to purchase the deposited bonds at par and accrued interest on September 1st, 1899.

We have obtained from The Baltimore and Ohio Railroad Company authority to offer to such of the holders of our certificates of deposit for the above bonds as shall accept the same on or prior to July 20, 1899, to give in exchange for their bonds new First Mortgage Four Per Cent. Fifty-Year Gold Bonds of The Baltimore and Ohio Railroad Company, bond for bond, carrying all coupons maturing on and after October 1, 1899, the overdue interest upon your old bonds being paid in cash, as hereinafter more particularly stated. Holders of our certificates who desire to accept this offer of the Railroad Company must signify their acceptance in writing on or before **JULY 20,** 1899, and we will thereupon exchange the original bonds for the new Baltimore and Ohio Railroad Company First Mortgage Four Per Cent. Bonds, and will deliver the same, together with the interest to be paid in cash, upon the surrender of our certificate of deposit therefor.

Unless on or before the 20th day of July, 1899, we shall receive from you a written acceptance of this offer we will carry out the original agreement and will sell your bonds of the Baltimore Belt Railroad Company at par and interest, and will pay over to you the amount so received on surrender of our certificate of deposit for your bonds.

In case you accept the offer to exchange, the holder of each certificate for a deposited bond will be entitled to receive from us on and after August 1, 1899, one First Mortgage Four Per Cent. Fifty-Year Gold Bond of the Baltimore and Ohio Railroad Company, with coupons attached maturing on and after October 1, 1899, and in cash the amount of overdue interest upon said bonds at five per cent. up to July 1, 1898, with interest at the rate of five per cent. per annum on said overdue interest from the respective dates of maturity of the installments thereof up to August 1, 1899; also the amount of interest in cash at four per cent. per annum upon said bonds from July 1, 1898, to April 1, 1899, from which date the new bonds bear interest with interest at 4 per cent. upon the overdue installments up to August 1, 1899.

In case you do not elect to exchange your bonds, but elect to sell the same for cash, you will receive for the principal of said bond one thousand dollars in cash, and you will also receive in cash the overdue interest on said bond up to July 1, 1898, at the rate of five per cent. per annum, together with interest upon said overdue interest at the rate of five per cent. per annum from the respective dates of maturity of the installments thereof up to September 1, 1899, and also in cash interest at the rate of four per cent. per annum upon said bond from July 1, 1898, to September 1, 1899, with interest upon such overdue installments at four per cent. to September 1, 1899.

The Baltimore and Ohio Railroad Company also offers to such holders as prefer to sell their bonds for cash to anticipate the cash payment therefor, and to make the same at any time on or after August 1, 1899, interest being adjusted to the date of purchase instead of September 1, 1899, when the sixty days' notice required would expire. Holders desiring to accept such payment in cash prior to September 1, 1899, will please notify us accordingly.

We earnestly request a prompt reply.

London, June 30, 1899.

BROWN, SHIPLEY & CO.

HOLDERS IN THIS COUNTRY MAY SIGNIFY THEIR ACCEPTANCE OF THE ABOVE OFFER OF EXCHANGE TO EITHER OF THE UNDERSIGNED, AT WHOSE OFFICES FORMS OF ACCEPTANCE AND COPIES OF CIRCULAR MAY BE OBTAINED UPON APPLICATION.

JULY 1ST, 1899.

Brown Brothers & Co.,
N. Y., Phila., and Boston.
Alex. Brown & Sons,
Baltimore.

TO THE HOLDERS OF THE
STOCKS AND BONDS
OF THE
Kansas City, Pittsburg & Gulf R.R. Co.

Further deposits of stock and bonds above named will be received by The Mercantile Trust Company of the City of New York until further notice, under an agreement, copies of which may be obtained at the office of the Trust Company.

Securities may be withdrawn by non-assenting depositors if the Plan of Readjustment shall not prove to be satisfactory to them.

An amount equal to the interest maturing April 1st, 1899, will be advanced to depositing bondholders.

The Committee is of the opinion that no intelligent Plan of Readjustment can be formulated until a physical examination showing the needs of the property, and an examination of the accounts shall have been completed. The result of such examinations will form a proper basis for a plan. Until the recent changes in the personnel of this Committee and Receivership, satisfactory arrangements could not be made for such examinations. At the request of, and in conjunction with the representatives of the Amsterdam bondholders, expert accountants have been appointed to examine the books and accounts, and an expert has also been appointed for the physical examination. The plan will be formulated as soon as these examinations shall have been completed.

Negotiable receipts will be issued by The Mercantile Trust Company, and application for their listing on the New York Stock Exchange will be made in due course.

ERNST THALMANN, Chairman;
LOUIS FITZGERALD,
E. H. HARRIMAN,
J. LOWBER WELSH,
JAMES STILLMAN,
GEORGE COPPELL,
W. L. BULL,
W. E. GLYN.

W. C. GULLIVER, Counsel.
ALVIN W. KRECH, Secretary, 120 Broadway.

North American Trust Company
NEW YORK, 100 BROADWAY.
London, 95 Gresham Street.

Capital Paid In	$1,000,000
Surplus and Undivided Profits	500,000

ALLOWS interest on deposits.
ISSUES LETTERS OF CREDIT and Travellers' Circular Notes payable in dollars or in the money of any foreign country.
ACTS AS TRUSTEE under mortgages for railway and other companies, and as Registrar and Transfer Agents.
Collects incomes for persons residing in foreign countries.
FISCAL AGENTS OF THE UNITED STATES for the Island of Cuba. Branches at SANTIAGO and HAVANA. CUBAN EXCHANGE and COLLECTIONS.

OFFICERS:

ALVAH TROWBRIDGE	*President*
HEMAN DOWD	*Vice-President*
S. L. CONKLIN	*Secretary*
JAMES DUANE LIVINGSTON	*Trust Officer*

We have opened a fully equipped Branch Office at the United States Hotel, Saratoga Springs, New York.

Talbot J. Taylor & Company,
Bankers and Brokers,
30 BROAD ST., NEW YORK.

FINANCIAL.

COLONIAL TRUST COMPANY.
ST. PAUL BUILDING.
222 BROADWAY NEW YORK.
CAPITAL AND SURPLUS, $1,500,000.
Legal Depositary for Court and Trust Funds.
TRANSACTS A GENERAL TRUST BUSINESS
Acts as Executor, Administrator, Guardian, Committee, Trustee, Receiver, Assignee, Registrar, Transfer and Fiscal Agent.
ALLOWS INTEREST ON DAILY BALANCES
Subject to check, payable at sight or through the New York Clearing-house and on certificates of Deposit.
TAKES ENTIRE CHARGE OF REAL ESTATE.
ACTS AS TRUSTEE FOR RAILROAD AND OTHER MORTGAGES.
TRANSACTS A GENERAL BANKING BUSINESS

OFFICERS:
JOHN E. BORNE, President.
RICHARD DELAFIELD, CORD MEYER, } Vice-Presidents.
JAMES W. TAPPIN,
ARPAD S. GROSSMANN, Treasurer
EDMUND L. JUDSON, Secretary.
PHILIP S. BABCOCK, Trust Officer.

TRUSTEES:

Henry O. Havemeyer,	Cord Meyer,
Anson R. Flower,	Perry Belmont,
Lowell M. Palmer,	Wm. T. Wardwell,
John E. Borne,	Henry N. Whitney,
Richard Delafield,	Theo. W. Myers,
Daniel O'Day,	L. C. Dessar,
Percival Kühne,	Geo. Warren Smith,
Frank Curtiss,	John S. Dickerson,
Vernon H. Brown,	James W. Tappin,
Seth M. Milliken,	Geo. W. Quintard
	W. Seward Webb.

TO HOLDERS OF
San Francisco and North Pacific Railway
FIRST MORTGAGE BONDS.

THE MERCANTILE TRUST COMPANY, Trustee under the Mortgage or Deed of Trust of the San Francisco and North Pacific Railway Company, dated January 1st, 1889, hereby gives notice, pursuant to the Sinking Fund provision of the said Mortgage, that the following Twenty-three Bonds have been designated by lot for Redemption at 110 per cent. and interest to February 8th, 1900, viz.:

Nos. 26, 169, 557, 702, 713, 731, 763, 1121, 1407, 1814, 1980, 2622, 2805, 2946, 3194, 3351, 3391, 3504, 3506, 3715, 4101, 4204, 4245.

The above Bonds will be paid upon presentation at the office of the Trustee, in the City of New York, on February 8th, 1900, at which date interest thereon will cease.

THE MERCANTILE TRUST CO., Trustee,
By LOUIS FITZGERALD, President.
No. 120 Broadway, New York, July 17th, 1899.

THE CANADIAN PACIFIC RAILWAY 5% LAND GRANT BONDS.

The Trustees under the Mortgage dated 1st September, 1881, securing the payment of Five Per Cent. Land Grant Bonds of the Canadian Pacific Railway Company, desire to receive proposals for the sale to them of such Bonds up to the amount of $225,000 par value, funds for that purpose being in their hands from sales of lands.

The Mortgage provides that the Trustees may purchase Bonds at the lowest price offered, not exceeding 10% premium on the par value thereof and accrued interest.

Proposals addressed to Charles Drinkwater, Esq., Secretary Canadian Pacific Railway Company, Montreal, to be delivered at his office on or before the 8th day of August next, stating price asked in addition to accrued interest.

R. B. ANGUS, GEO. M. CLARK, JOHN TURNBULL, } Trustees.
Montreal, 10th July, 1899.

"OUTSIDE" SECURITIES
DEALT IN.
DAVID PFEIFFER, 18 Wall St.

DIVIDENDS.

OFFICE OF THE
Northern Pacific Railway Company

Mills Building, New York, June 14, 1899.

At a meeting of the Board of Directors, held this day, there was declared from the net earnings of the Company a dividend of ONE PER CENT. on the Common Stock of the Company, the same to be paid August 3, 1899, to the stockholders of record at the closing of the transfer books on July 11, 1899.

For the purpose of such dividend the transfer books of this Company will be closed at 3 P. M. on July 11, 1899, and will be reopened at 10 A. M. on July 24, 1899.

NORTHERN PACIFIC RAILWAY COMPANY,
By **GEORGE H. EARL, Secretary.**
23 Wall Street,
New York, June 14, 1899.

The transfer books of the Voting Trustees for Common Stock Trust Certificates of the NORTHERN PACIFIC RAILWAY COMPANY will close in New York and Berlin at 3 P. M. on July 11, 1899, and will reopen at 10 A. M. on July 24, 1899.

On August 3, 1899, the Voting Trustees will be prepared to distribute the above dividend of One Per Cent., when received by them, among the parties entitled thereto, as same appear of record on their books when closed as above.

J. P. MORGAN & CO., New York,
DEUTSCHE BANK, Berlin,
Agents for Voting Trustees.

Oregon Shortline Railway Company
First Mortgage 6% Bonds.

Coupons due August 1st, 1899, from the above-mentioned bonds will be paid at maturity on presentation at the office of the Treasurer of the Oregon Short Line Railroad Company, No. 120 Broadway, New York, N. Y.

Temporary receipts will be issued for packages of coupons left for verification on and after Monday, July 24, 1899.

Oregon Short Line Railroad Company.
FREDERIC V. S. CROSBY, Treasurer.

DIVIDEND.
Office of National Surety Company,
346 Broadway, New York, July 11th, 1899.
THE EXECUTIVE COMMITTEE has this day declared a dividend of Five Per Cent. (5%) on the capital stock of the Company, payable on July 15th, 1899. The transfer and registration books will close at 3 o'clock P. M. on July 14th, 1899, and reopen at 10 o'clock A. M. on July 25th, 1899.
BALLARD McCALL, Secretary.

National Salt Company.
26 Broadway, New York, N. Y., July 14th, 1899.
The BOARD OF DIRECTORS of NATIONAL SALT COMPANY has this day declared a QUARTERLY DIVIDEND of ONE AND THREE-QUARTERS (1¾) PER CENT. to the holders of its PREFERRED STOCK of record July 20th, payable July 24th. The transfer books of the PREFERRED STOCK will close at 3 P. M. July 20th and reopen at 9 A. M. July 25th. Dividend checks will be mailed.
C. L. PAAR, Asst. Secretary.

New York Central and Hudson River Railroad Company.
Office of the Treasurer, New York, July 17, 1899.
The interest due August 1st, 1899, on the LAKE SHORE COLLATERAL BONDS and the MICHIGAN CENTRAL COLLATERAL BONDS will be paid at this office on and after that date. The transfer books will close at three o'clock P. M. July 20th, and reopen at ten o'clock A. M. August 2d, 1899.
E. V. W. ROSSITER, Treasurer.

Central Railroad Company of New Jersey,
143 Liberty Street, New York, July 10, 1899.
A dividend of ONE PER CENT. has this day been declared, payable August 1st, to stockholders of record at the close of business July 14th. The transfer books will be closed from 3 P. M. of Friday, July 14th, till the morning of Friday, July 21st.
J. W. WATSON, Treasurer.

The Lawyers' Title Insurance Company of New York,
37 & 39 Liberty St. and 44½ & 46 Maiden Lane,
New York, July 7, 1899.
The Board of Directors of this company has this day declared a dividend of 2½ PER CENT., and an extra dividend of 1 PER CENT., payable at the company's offices on Aug. 1, 1899. The transfer books will be closed Saturday, July 15, and reopened on Wednesday, Aug. 2.
JOHN DUER, Treasurer.

Globe & Rutgers Fire Insurance Co.,
Nos. 80 and 82 William St.
New York, July 11, 1899.
The Board of Directors have this day declared a semi-annual dividend of Three Per Cent., payable July 20, 1899. The transfer books will be closed from July 15th to July 20th, both inclusive.
WM. VALENTINE, Secretary.

Pacific Fire Insurance Company.
Ninety-fourth Dividend.
A semi-annual Dividend of Five Per Cent. (5%) is payable on demand at the office of the Company, No. 32 Pine Street, New York.
GEORGE JEREMIAH, Secretary.
New York, July 12, 1899.

LOST AND FOUND.

LOST.—Notice is hereby given that stock certificate No. A-1645, for seventy-five shares of common stock of the Federal Steel Company, standing in the name of John M. Laflin, has been lost. Transfer of this stock has been stopped upon the books of the company. Finder will please return it to A. BANKS & CO., 34 New Street, New York City, or CHARLES E. HILL, No. 141 Broadway, New York City.

MEETINGS AND ELECTIONS.

TO THE STOCKHOLDERS OF THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY:

Notice is hereby given that a special meeting of the stockholders of the Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company will be held at the office of the company, Nos. 118-120 East 42d Street, on the 19th day of July, 1899, at 3 o'clock in the afternoon of that day, for the purpose of voting upon a proposition to increase the capital stock of said company from two million five hundred thousand dollars, ($2,500,000,) consisting of twenty-five thousand (25,000) shares of the par value of $100 each, to seven million five hundred thousand dollars, ($7,500,000,) to consist of seventy-five thousand (75,000) shares of the par value of $100 each; and for the transaction of such other business as may come before the meeting.

New York, June 24th, 1899.

Henry Hart,	G. Howland Leavitt,
Edward Lauterbach,	John H. Waydell,
Albert J. Elias,	John Byrns,
Charles Remsen,	Alexander Hadden,
David C. Andrews,	Samuel Riker,
John E. Parsons,	Directors.
D. C. ANDREWS, Secretary.	ALBERT J. ELIAS, President.

TO THE STOCKHOLDERS OF THE THIRD AVENUE RAILROAD COMPANY:

Notice is hereby given that a special meeting of the stockholders of The Third Avenue Railroad Company will be held at the office of the company, No. 1,119 Third Avenue, on the 19th day of July, 1899, at 2 o'clock in the afternoon of that day, for the purpose of voting upon a proposition to increase the capital stock of said company from twelve million dollars, ($12,000,000,) consisting of one hundred and twenty thousand (120,000) shares of the par value of $100 each, to forty million dollars, ($40,000,000,) to consist of four hundred thousand (400,000) shares of the par value of $100 each; and for the transaction of such other business as may come before the meeting.

New York, June 24th, 1899.

Henry Hart,	G. Howland Leavitt,
Edward Lauterbach,	John H. Waydell,
Albert J. Elias,	John Byrns,
Charles Remsen,	Alexander Hadden,
David C. Andrews,	Samuel Riker,
John E. Parsons,	Directors.
WM. N. AMORY, Secretary.	ALBERT J. ELIAS, President.

Southern Pacific Company.
Notice of Special Meeting of Stockholders.

Notice is hereby given that a special meeting of the stockholders of the Southern Pacific Company will be held at its office, No. 4 Montgomery Street, in the City of San Francisco, California, on the 26th day of July, 1899, at 12 o'clock noon of that day, to consider and act upon the question of the approval of the increase of the Capital Stock of said Company to the sum of $200,000,000, and of the action of the Board of Directors of the said Company in respect to such increase in said Capital Stock.

San Francisco, July 10th, 1899.
By order of the President,
E. C. WRIGHT,
Clerk and Secretary.

THE ANNUAL MEETING OF THE STOCKholders of the Hammond Typewriter Company for the election of seven Trustees for the ensuing year will be held at the office of the Company, No. 403-405 East 624 St., in the City of New York, on Friday, the 21st day of July, 1899, at 1 o'clock in the afternoon. J. M. BANCROFT, Secretary.

BANK STATEMENT.

The weekly statement of the New York City Associated Banks, issued Saturday, shows an increase in the reserve of $5,636,275. The banks now hold $10,698,750 more than the legal requirement. The change in the average show a decrease in the loans of $17,180,700, a decrease in specie of $509,400, an increase in legal tenders of $2,237,400, a decrease in deposits of $15,273,100, and an increase in circulation of $1,800.

The following is a comparison of the averages of the New York banks for the last two weeks and the corresponding date last year:

	July 15, '99.	July 8, '99.	July 16, '98.
Loans	$776,672,200	$793,852,900	$639,853,500
Specie	176,318,200	176,827,600	176,766,400
Legal tenders	56,107,000	53,779,600	62,046,000
Net deposits	886,905,800	902,178,900	757,786,300
Circulation	13,628,000	13,624,200	14,538,800

The following shows the amount of reserve held above the legal requirements:

	July 15, '99.	July 8, '99.	July 16, '98.
Specie	$176,318,200	$176,827,600	$176,766,400
Legal tenders	56,107,000	53,779,600	62,046,000
Total reserve	$232,425,200	$230,607,200	$238,812,400
Reserve required against deposits	221,726,450	225,544,725	189,446,575
Excess of reserve above legal requirements	$10,698,750	$5,062,475	$49,365,825

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding week in 1898 and 1897:

	1899.	1898.	1897.
Jan. 7	$23,530,375	$22,264,575	$43,991,450
Jan. 14	28,263,075	25,968,775	52,172,525
Jan. 21	34,693,675	31,275,200	57,067,800
Jan. 28	39,232,025	35,669,450	59,148,250
Feb. 4	37,452,675	34,781,625	54,540,050
Feb. 11	35,511,825	32,437,050	51,638,225
Feb. 18	34,373,825	25,688,450	55,665,950
Feb. 25	30,334,900	22,959,325	57,520,975
March 4	24,578,125	20,823,500	55,556,925
March 11	23,203,000	22,721,425	52,863,550
March 18	19,074,175	28,060,100	48,105,975
March 25	18,557,425	33,851,475	48,895,750
April 1	15,494,850	35,720,800	47,666,575
April 8	15,018,825	35,720,800	47,666,575
April 15	19,471,525	37,346,075	46,986,900
April 22	24,175,900	43,525,100	49,257,900
April 29	25,524,675	44,504,675	48,917,625
May 6	19,351,950	43,916,475	44,095,975
May 13	27,137,625	46,997,225	44,490,500
May 20	34,631,525	50,715,250	45,508,950
May 27	43,933,725	53,704,600	46,616,100
June 3	42,710,600	52,249,700	45,320,825
June 10	39,323,100	53,841,100	47,601,475
June 17	30,003,200	59,272,800	48,890,950
June 24	25,037,800	62,206,250	49,239,150
July 1	14,274,550	62,013,550	41,384,875
July 8	5,062,475	53,345,300	41,361,375
July 15	10,698,750	49,365,825	46,036,900

The following shows the surplus reserve at this time for a series of years:

1899	$10,698,750	1894	$73,941,375
1898	49,365,825	1893	4,269,100
1897	46,036,900	1892	29,257,150
1896	21,773,025	1891	18,489,675
1895	38,491,125	1890	5,702,400

THE FINANCIAL MARKETS

The course of this week's security markets is not unlikely to be influenced somewhat by advices from abroad. Professional Wall Street became persuaded a fortnight ago that grave complications were appearing in business at Berlin and some other foreign centres of a character and consequence which might have bearing here. So far all the discouraging predictions have come to naught, but the bear contingent has set this week for one more trial date for grave international disclosures. Nobody of genuine importance in Wall Street has any knowledge whatsoever of any probable or possible developments on the other side of the ocean which threaten financial embarrassment here, but this lack of knowledge (where there ought to be knowledge if any facts there be) does not prevent bear prophecies galore.

International bankers insist that representations about money market crises abroad are unwarranted. Neither London, Berlin, nor Amsterdam are demoralized over the recent fluctuation of New York bank reserves.

***

Saturday's Clearing House statement was no more a surprise to Wall Street bears than it was a relief to interests on the bull side. Silly misrepresentation has been given currency over the recent "depletion" of New York bank reserves, and falsehoods in Wall Street can be made effective when persistently circulated, and it is indisputable that recent security market weakness has been traceable largely to misconceptions as to what really has been going on in the local financial world. Outside of Wall Street there has been no mistaking the object lesson of tremendously extended loans, of large general demand for funds. The business man of the country understands clearly that such developments are the tokens of trade increased in volume and of opportunities for profit enlarged exceedingly. Instead of warrant for worry there is reason in such situation for confidence, for jubilation. With the country's general business rushing, Wall Street may for a time hold back and affect to be dejected, but actual conditions are always in the end dominant;

TREASURY STATEMENT.

WASHINGTON, July 15.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 15th day of July, 1899:

CASH IN THE TREASURY.

Gold coin		$154,645,010.31	
Gold bullion		123,895,525.86	
		$278,540,536.17	
Outstanding gold certificates	$34,287,819.00		
Less gold certificates in Treasury	1,657,430.00		
		32,630,389.00	*$245,910,147.17
Standard silver dollars		$407,851,942.00	
Outstanding silver certificates	$406,648,804.00		
Less silver certificates in Treasury	4,016,702.00		
		402,631,802.00	5,220,140.00
Silver bullion			971,156.41
Standard silver dollars of 1890	$8,939,098.00	.....	
Silver bullion of 1890, (cost)	84,324,182.00		
		$93,263,280.00	
Less outstanding Treasury notes	.....	93,263,280.00	
United States notes		$34,905,024.00	
Outstanding currency certificates	$21,705,000.00		
Less currency certificates in Treasury	1,990,000.00		
		19,715,000.00	15,190,024.00
Treasury notes of 1890	$936,558.00		
National bank notes	8,689,416.54		
Fractional silver coin	5,690,528.09		
Fractional currency	56.71		
Minor coin	237,968.40		
Deposits in National banks	78,563,890.25		
Bonds and interest paid	4,888,539.12		
		$94,006,957.11	
Less National bank 5 per cent. fund	$9,268,927.17		
Outstanding checks and drafts	8,538,702.27		
Disbursing officers' balances	54,301,416.55		
Post Office Department account	7,758,642.51		
Miscellaneous items	2,330,521.84		
		82,198,210.34	11,808,746.77
Available cash balance, including gold reserve			$279,100,214.35

RECEIPTS.	This Day.	This Month.	This Fiscal Y'r.
Customs	$452,031.29	$8,091,773.72	$8,091,773.72
Internal revenue	1,053,551.00	14,688,230.93	14,688,230.93
Miscellaneous	118,410.00	1,235,007.88	1,235,007.88
Total receipts	$1,623,992.29	$24,015,012.53	$24,015,012.53
EXPENDITURES.			
Civil and miscellaneous	338,000.00	7,153,000.00	7,153,000.00
War	655,000.00	10,035,000.00	10,035,000.00
Navy	100,000.00	2,610,000.00	2,610,000.00
Indians	5,000.00	300,000.00	300,000.00
Pensions	400,000.00	10,260,000.00	10,260,000.00
Interest	300,000.00	3,800,000.00	3,800,000.00
Total expenditures	$1,798,000.00	$34,158,000.00	34,158,000.00
Excess of expenditures over receipts	174,007.71	10,142,987.47	10,142,987.47
Receipts last year—			
Customs	795,419.24	7,197,582.79	7,197,582.79
Internal revenue	877,440.96	12,997,033.29	12,997,033.29
Receipts from all sources last year	1,736,461.08	21,833,203.99	21,833,203.99
Expenditures last year	4,580,000.00	36,814,000.00	36,814,000.00

NATIONAL BANK FUND.

Deposits under act July 14, 1890	6,340:00	604,940.00	604,940.00
Redemptions under act July 14, 1890	31,485.00	576,948.00	576,948.00
	U. S. Notes.	Treasury Notes.	
REDEMPTION OF NOTES.	(Since 1879.)	(Since 1890.)	Total.
To date	$536,038,637.00	$99,947,771.00	$635,856,408.00
This fiscal year	555,021.00	337,079.00	892,100.00
This month	555,021.00	337,079.00	892,100.00
This day	66,253.00	34,578.00	100,831.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882.

The Manchester Market.

MANCHESTER, July 16.—The market continues good, with important sales for China of shirtings and sheetings. Bombay is a steady buyer of Indian specialties, especially light goods. South America is also doing well, and the Levant is daily a small buyer. The home trade keeps excellent. Broadly speaking, most of the looms are sold out to the end of the year, and some well into next year. Prices are strong. Yarns are less active, but well engaged.

The Lancashire holidays, which begin next week, will reduce consumption for a couple of months. Most of the mill dividends already declared are 10 per cent. or more.

Gladbach reports quietness with some heavy, exceptional speculative purchases of yarns. The district is suffering from overproduction, which is depressing prices to a losing basis. A number of mills are preparing to reduce their outputs. South Germany, however, is doing better.

France reports a good current business at firm prices.

FOR SALE.

Typewriters Rented & Sold. : 1,000 new and second-hand Remingtons, Smith Premiers and other standard makes rented $3.00 per month. Stands, ribbons, and inspection service free. F. S. WEBSTER COMPANY, 317 Broadway. Telephone 1338 Franklin.

SITUATIONS WANTED—FEMALES.

NO EXTRA CHARGE.

Ring your Messenger Call Box or leave your Advertisements at any American District Telegraph or Postal Telegraph Office. Charges same as at Publication Office.

Cooks.

COOK.—By excellent cook; both city and country references; all kinds of family cooking, soups, fish, meats, and game; country preferred. 345 West 24th St.,

Laundresses.

LAUNDRESS.—By first-class laundress in private family; by day or week; best city reference. Z., 530 6th Av.

Lady's Maids.

MAID.—By French Swiss maid; private family; good packer; dressmaker; city references. M. L., 434 West 58th St.

THE TRADES.

MATTRESSES REMADE AT CUSTOMERS' residences in three hours a specialty; new tickings and hair supplied; sole users of own patented oscillating hair carding machines and collapsible benches. THE MAUBORGNE METHOD, 846 9th Av., 55th and 56th Sts. Telephone, 967 Columbus.

HELP WANTED—MALES.

AGENTS WANTED FOR A SPECIAL SUMMER campaign. THE SATURDAY EVENING POST—established by Benjamin Franklin in 1728—now published by The Curtis Publishing Company, proprietors of THE LADIES' HOME JOURNAL, is offered to subscribers, for one year only, for $1.00—the regular price is $2.50. This offer is for the purpose of a quick introduction, and will be withdrawn September 1st. The regular price of $2.50 will be maintained after that date. We will give a good commission for every subscriber secured, and distribute $3,000 September 1st among the 176 best agents. $500 will be given the person sending the largest number of subscribers at $1.00 each per year. At this special low subscription price thousands can be easily secured. Address THE CURTIS PUBLISHING COMPANY, Philadelphia, Pa.

WANTED—First-class, clean-cut, able-bodied and intelligent men for conductors and motormen. Apply 40 State St., daily, in the morning, Brooklyn Rapid Transit Company.

WANTED—By a reliable law firm, an experienced and wideawake gentleman to solicit business; terms liberal. Address B. R., Box 194, Times Office.

SUMMONSES.

SUPREME COURT—NEW YORK COUNTY.—WILLIAM A. HAZARD, plaintiff, against LIZZIE SCOTT, ADAM MORAN, and WINNIFRED MORAN, defendants.—Summons:

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated June —— 1899.

FRANKLIN W. MOULTON, Plaintiff's Attorney.

Post Office address and office, No. 59 Wall Street, New York City.

To the defendant Lizzie Scott: The foregoing summons is served on you by publication pursuant to an order of the Hon. Martin L. Stover, one of the Justices of the Supreme Court of the State of New York, dated the 14th day of July, 1899, and on the said 14th day of July, 1899, filed with the complaint in the office of the Clerk of New York County at the County Court House, in the Borough of Manhattan, in the County, City, and State of New York, which said complaint was originally filed on the 13th day of July, 1899.—Dated July 14, 1899.

FRANKLIN W. MOULTON, Plaintiff's Attorney.

jy17-1aw6wM&au28

PUBLIC NOTICES.

THE CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS,
Stewart Building, 280 Broadway,
July 3d, 1899.

PUBLIC NOTICE is hereby given by the Commissioners of Taxes and Assessments that the Assessment Rolls of Real and Personal Estate in said City for the year 1899 have been finally completed and have been delivered to, and filed with, the Municipal Assembly of said City, and that such Assessment Rolls will remain open to public inspection in the office of said Municipal Assembly for a period of fifteen days from the date of this notice.

Thomas L. Feitner, President;
Edward C. Sheehy, Thomas J. Patterson, William F. Grell, Arthur C. Salmon, } COMMISSIONERS of TAXES AND ASSESSMENTS.

SURROGATE NOTICES.

THEES, JOHN D.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN D. THEES, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers at their place of transacting business, at the office of Sackett & Lang, No. 99 Nassau Street, in the Borough of Manhattan, City of New York, on or before the 15th day of September next.—Dated New York, the 6th day of March, 1899. ANNA THEES, OSCAR D. THEES, JOHN D. THEES, Jr., Executors. SACKETT & LANG, Attorneys for Executors, 99 Nassau St., Borough of Manhattan, New York City. mh6-law6mM

REFEREES' NOTICES.

SUPREME COURT, COUNTY OF NEW YORK.—MARY RITCHIE BENNETT, Plaintiff, against ELIZABETH M. CARRINGTON et al., Defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date 10th day of July, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Sales Rooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 9d day of August, 1899, at 12 o'clock noon, on that day, by Peter F. Meyer, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the city, county, and State of New York, and bounded and described as follows, to wit: Beginning at a point on the northerly side of One Hundred and Forty-seventh Street, distant five hundred and fifty feet westerly from the northwesterly corner of One Hundred and Forty-seventh Street and Seventh Avenue, (as widened,) running thence northerly parallel with Seventh Avenue and part of the way through a party wall ninety-nine feet and eleven inches to the centre line of the block between One Hundred and Forty-seventh and One Hundred and Forty-eighth Streets, running thence westerly parallel with One Hundred and Forty-seventh Street and along said centre line twenty-five feet, running thence southerly and again parallel with Seventh Avenue ninety-nine feet and eleven inches to the northerly side of One Hundred and Forty-seventh Street, and running thence easterly along the northerly side of One Hundred and Forty-seventh Street twenty-five feet to the point or place of beginning.

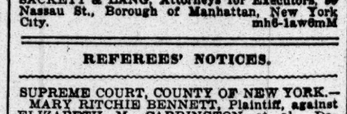
Dated New York, July 11, 1899.

WARREN W. FOSTER, Referee.

FRANK G. WILD, Attorney for Plaintiff, 15 Beekman St., Borough of Manhattan, City and County of New York.

The following is a diagram of the property to be sold, its street number is 287 West 147th St.

148th St.



147th St.

The approximate amount of the lien or charge to satisfy which the above-described property is to be sold, is $16,364.43, with interest thereon from July 7, 1899, together with costs and allowances amounting to $365.25, with interest from July 11, 1899, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens, which are to be allowed to the purchaser out of the purchase money, or paid by the referee, is $44 and interest.

Dated New York, July 11, 1899.

WARREN W. FOSTER, Referee.

jy13-2aw3wTh&M&au3

NEW YORK SUPREME COURT, COUNTY OF New York.—LUTHER KOUNTZE, as surviving executor and trustee, &c., plaintiff, against EMILY GLUF, (formerly Emily Beaver,) and another, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date 24th day of May, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 9th day of August, 1899, at 12 o'clock noon on that day, by D. Phoenix Ingraham & Co., auctioneers, the premises directed by said judgment to be sold and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City, County, and State of New York (now in the Borough of Manhattan, in said City of New York,) and known as Number eight (8) Livingston Place, and bounded and described as follows, to wit: Beginning at a point on the easterly side of Livingston Place distant seventeen (17) feet and six (6) inches south from the southeast corner of said Livingston Place and East Sixteenth Street, and running thence eastwardly and parallel to said East Sixteenth Street and part of the distance through a party wall eighty-four (84) feet; thence southwardly parallel with Livingston Place seventeen (17) feet and two (2) inches; thence westwardly parallel with East Sixteenth Street and part of the distance through a party wall eighty-four (84) feet to the east side of Livingston Place, and thence northwardly along Livingston Place seventeen (17) feet and two (2) inches to the point or place of beginning.

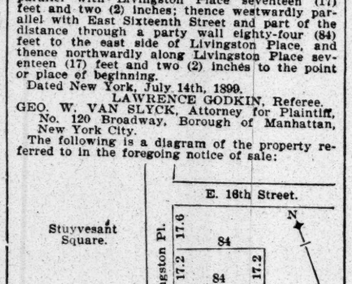
Dated New York, July 14th, 1899.

LAWRENCE GODKIN, Referee.

GEO. W. VAN SLYCK, Attorney for Plaintiff, No. 120 Broadway, Borough of Manhattan, New York City.

The following is a diagram of the property referred to in the foregoing notice of sale:

E. 16th Street.



E. 15th St.

Mohegan Ave.

The approximate aggregate amount of the plaintiff's lien upon the premises, with interest, costs, and disbursements, is $3,534.76. There are no taxes, assessments, or other liens against said premises.—Dated New York, July 13th, 1899.

JAMES R. TORRANCE, Referee.

EDWARD H. KELLY, Plaintiff's Attorney.

SUPREME COURT, NEW YORK COUNTY.—TIMOTHY MAHONEY vs. GEORGE BERNHARD et al.

To all creditors of the Murray Hill Bank:

Notice is hereby given that, pursuant to an interlocutory judgment entered in the above-entitled action in the Clerk's office of the County of New York, on the 5th day of July, 1899, and among other things, appointing the undersigned referee to take proof, among other things, of the claims of the creditors of the Murray Hill Bank remaining unpaid, I, the said referee, will proceed under said interlocutory judgment at my office, No. 84 Cotton Exchange, in the Borough of Manhattan, City of New York, on the 31st day of July, 1899, at 2:00 o'clock in the afternoon of said day.

Notice is also given that all persons having claims against said Murray Hill Bank remaining unpaid are hereby required to appear and exhibit proofs of the same before me on or before the time above designated, or they will be excluded from the benefit of the said judgment and from sharing in the money or funds to be distributed in this action.—Dated July 7th, 1899.

WILLIAM L. TURNER, Referee.

jy10-2aw3wM

REFEREES' NOTICES.

SUPREME COURT.—County of New York.—HENRY W. SCHMIDT et al., plaintiffs, against MOSES KOENIG et al., defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, and bearing date the 15th day of May, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 26th day of June, 1899, at 12 o'clock noon on that day, by James L. Wells, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

Beginning at a point on the northerly side of Fifty-fifth Street, distant one hundred and fifty-five feet easterly from the northeasterly corner of Fifty-fifth Street and Avenue "A," running thence northerly and parallel with Avenue "A" one hundred feet five inches; thence easterly and parallel with Fifty-fifth Street twenty-five feet; thence southerly and parallel with Avenue "A" one hundred feet and five inches to the northerly side of Fifty-fifth Street; thence westerly and along said northerly side of Fifty-fifth Street twenty-five feet to the point or place of beginning, be the said dimensions more or less.

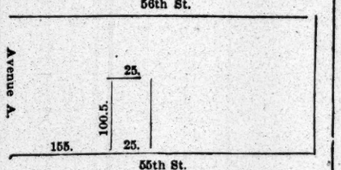
Subject, nevertheless, to any and all rights which the City of New York may have in and to the whole or a portion of said premises.—Dated New York, May 29, 1899.

JOHN PROCTOR CLARKE, Referee.

GUGGENHEIMER, UNTERMYER & MARSHALL, Attorneys for Plaintiffs, No. 30 Broad St., N. Y. City, Borough of Manhattan.

The following is a diagram of the property to be sold:

56th St.



55th St.

The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $3,904.75, with interest thereon from the 12th day of May, 1899, together with costs and allowance amounting to $155.09, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates, or other liens to be allowed to the purchaser out of the purchase money, or paid by the referee, is $600 and interest.—Dated New York, 29th day of May, 1899.

JOHN PROCTOR CLARKE, Referee.

The sale of the above-described property is hereby adjourned to August 1st, 1899, at the same hour and place.—Dated New York, June 26th, 1899.

JOHN PROCTOR CLARKE, Referee.

SUPREME COURT, COUNTY OF NEW YORK.—THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK, plaintiff, against HENRY A. BEYER and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the 25th day of August, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 1st day of August, 1899, at 12 o'clock noon on that day, by Herbert A. Sherman, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

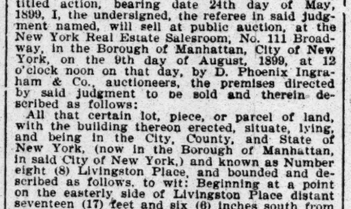
All that certain lot, piece, or parcel of land, situate in the Borough of Manhattan, City of New York, and bounded and described as follows: Beginning at a point of the westerly side of Park (formerly Fourth) Avenue, distant seventy-five feet northerly from the northwesterly corner of Park Avenue and One Hundred and Twenty-seventh Street; running thence westerly, parallel with One Hundred and Twenty-seventh Street, ninety feet; thence northerly, parallel with Park Avenue, twenty-four feet eleven inches; thence easterly, again parallel with One Hundred and Twenty-seventh Street, ninety feet to the westerly side of Park Avenue; and thence southerly, along the westerly side of Park Avenue, twenty-four feet eleven inches to the point or place of beginning.

Dated New York, July 7th, 1899.

BELA D. EISLER, Referee.

CHARLES E. MILLER, Plaintiff's Attorney, 32 Nassau Street, New York City.

The following is a diagram of the property to be sold:



127th Street.

The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, with interest thereon from the 24th day of August, 1898, less the sum of $445 paid on account thereof, together with costs and allowance, amounting to $310.80, with interest from August 25, 1898, less the sum of $100 paid on account thereof, and the expenses of the sale.

The approximate amount of taxes, water rates, or other liens, which are to be allowed to the purchaser out of the purchase money or paid by the referee, is $454.38 and interest.

Dated New York, July 7th, 1899.

BELA D. EISLER, Referee.

jy10-2sw3wM&Th&au1

FORTY-SIXTH STREET.—Supreme Court, County of New York.—WILLIAM WICKE and others, plaintiffs, against MINA DUNCAN and others, defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action, bearing date the 14th day of June, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 26th day of July, 1899, at 12 o'clock noon on that day, by William M. Ryan, auctioneer, the premises in said judgment mentioned, and therein described as follows:

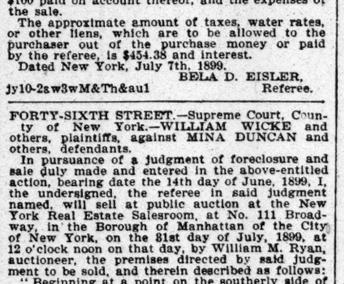
"Beginning at a point on the southerly side of Forty-sixth Street, distant one hundred and forty (140) feet westerly from the west side of Sixth Avenue; running thence southerly and parallel with the Sixth Avenue one hundred feet and five inches to the centre line of the block; thence westerly and parallel with Forty-sixth Street twenty feet (20:) thence northerly and parallel with Sixth Avenue one hundred feet (100) and five (5) inches to Forty-sixth Street, and thence easterly along Forty-sixth Street twenty (20) feet to the place of beginning, the said premises being known as Number 108 (formerly Number 76) West Forty-sixth Street."—Dated New York, July 6th, 1899.

WILLIAM J. A. McKIM, Referee.

HOADLY, LAUTERBACH & JOHNSON, Attorneys for Plaintiffs, 22 William St., N. Y. City.

The property above described is shown on the following diagram:

46th Street.



and is known as No. 108 West Forty-sixth Street.

The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is ten thousand three hundred and twenty-six 25-100 dollars, with interest thereon from June 13, 1899, together with costs and allowances, amounting to about three hundred dollars, with interest, besides the expenses of this sale.

The approximate amount of taxes, assessments, or liens, which are to be allowed to the purchaser out of the purchase money or paid by the referee, is two hundred and thirty-five dollars and interest thereon.—Dated New York, July 6th, 1898.

WILLIAM J. A. McKIM, Referee.

SUPREME COURT—NEW YORK COUNTY.—JESSE P. WHITON-STUART, plaintiff, against MARIA LUIZA DE FARIA et al., defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the 28th day of June, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 27th day of July, 1899, at twelve o'clock noon on that day, by Charles A. Berrian, auctioneer, the premises in said judgment mentioned, and therein described as follows:

All that certain lot, piece, or parcel of land, situate in the City of New York, bounded and described as follows, viz.: Beginning at a point on the southerly side of One Hundred and Thirty-fourth Street, distant two hundred and seventy-five (275) feet westerly from the southwesterly corner of the Eighth Avenue and One Hundred and Thirty-fourth Street; from thence running southerly parallel to said Eighth Avenue, ninety-nine feet and eleven inches to the centre line of the block; thence westerly, parallel to said One Hundred and Thirty-fourth Street nineteen (19) feet and two (2) inches to the easterly line of Saint Nicholas Avenue; thence northerly along the easterly line of said Saint Nicholas Avenue southeasterly corner of said Saint Nicholas Avenue and said One Hundred and Thirty-fourth Street; thence easterly along the southerly side of said One Hundred and Thirty-fourth Street thirty-six (36) feet to the point or place of beginning.

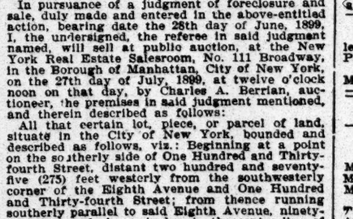
Dated New York, July 5th, 1899.

HENRY B. HEYLMAN, Referee.

E. H. MOERAN, Plaintiff's Attorney, 84 Pine Street, New York City.

The following is a diagram of the premises to be sold:

134th Street.



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $11,748.09, with costs and allowances amounting to about $461.76, together with interest from June 28th, 1898, and the expenses of the sale.

The approximate amount of taxes, assessments, or other liens which are to be allowed to the purchaser out of the purchase money or paid by the referee is $900.

The premises are sold subject to a first mortgage to secure $42,500, with interest at five per cent. from December 3d, 1898.

Dated New York, July 5th, 1899.

HENRY B. HEYLMAN, Referee.

jy6-2aw3wM&Th&ju27

SURROGATE NOTICES.

BEACH, ELIZABETH.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ELIZABETH BEACH late of Evanston, Illinois, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at Room 49, No. 51 Chambers Street, in Manhattan Borough of the City of New York, on or before the twelfth day of January next.—Dated New York, June 30, 1899. CATHARINE BEACH TOWNSEND WANDELL, Executors. THOMAS W. BUTTS, Attorney for Executors, 51 Chambers St., N. Y. jy10-1aw6mM

BEEBE, ALBERT.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ALBERT BEEBE, late of the Borough of Manhattan, New York City, deceased, to present the same, with vouchers thereof, to the subscriber at his place of transacting business, in the office of Benjamin B. Kenyon, No. 100 Broadway, Borough of Manhattan, New York City, on or before the 31st day of July next.—Dated Borough of Manhattan, New York City, January 28th, 1899.

ARCHIBALD N. BEEBE, Executor.

BENJAMIN B. KENYON, Attorney for Executor, 100 Broadway, Borough of Manhattan, New York City. ja30-1aw6mM

CUMING, JAMES R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JAMES R. CUMING, late of the County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Richard W. Freedman, No. 2 Wall Street, in the City of New York, Borough of Manhattan, on or before the 20th day of January next.—Dated New York, the first day of July, 1899. LETITIA CUMING, ALMON GOODWIN, HENRY THOMPSON, Executrix and Executors. RICHARD W. FREEDMAN, Attorney for Executors, No. 2 Wall St., Borough of Manhattan, N. Y. City. jy3-1aw6mM

GILBOUGH, JOHN W.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN W. GILBOUGH, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of ADAMS & ADAMS, No. 320 Broadway, (Manhattan,) in the City of New York, on or before the 27th day of November next.—Dated New York, the 13th day of May, 1899. EMILY T. GILBOUGH, Executrix. ADAMS & ADAMS, Attorneys for Executrix, No. 320 Broadway, (Manhattan,) New York City. my15-1aw6mM.

GOLDMAN, MANASSAH L.—IN PURSUANCE of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MANASSAH L. GOLDMAN, late of the County of New York, deceased, to present the same with vouchers thereof to the subscribers, at his place of transacting business, Room 806, No. 132 Nassau St., Borough of Manhattan, in the City of New York, on or before the 15th day of November next.—Dated New York, the 1st day of May, 1899. RICHARD GOTTLIEB, Executor. ENNEVER & TRAUTMANN, Attorneys for Executor, 132 Nassau St., Borough of Manhattan, New York. my1-1aw6mM

IN PURSUANCE OF AN ORDER OF HON. James M. Varnum, a Surrogate of the County of New York.

Notice is hereby given to all persons having claims against ELIZABETH F. JENNINGS, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Butler, Notman, Joline & Mynderse, No. 54 Wall Street, Manhattan Borough, New York City, on or before the 1st day of December, 1899.—Dated New York, May 29th, 1899.

MARY J. RYAN, Executrix.
PATRICK J. JENNINGS, Executor.
BUTLER, NOTMAN, JOLINE & MYNDERSE, Attorneys for Executors, No. 54 Wall Street, (Manhattan,) New York City. my29-1aw6mM

KYLE, WILLIAM.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM KYLE, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of William Armstrong, 206 Broadway, Borough of Manhattan, in the City of New York, on or before the ninth day of December next.—Dated New York, the 27th day of May, 1899. THOMAS H. KYLE, Executor. WILLIAM ARMSTRONG, Attorney for Executor, Borough of Manhattan, 206 Broadway, City of New York. my29-1aw6mM

MADDEN, MARY M.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MARY M. MADDEN, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Richard W. Freedman, No. 35 Wall Street, in the Borough of Manhattan, in the City of New York, on or before the 5th day of January, 1900.—Dated New York, the 1st day of July, 1899. WILLIAM H. PORTER, Executor. REID, ESSELSTYN & KETCHAM, Attorneys for Executor, 35 Wall Street, New York City. jy3-1aw6mM

MAZAS, CAROLINE, or KUNIGUNDA MAZAS, or KUNIGUNDA ELLRODT, or MARY C. ELLRODT.—In pursuance of an order of Hon. John H. V. Arnold a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE MAZAS, or KUNIGUNDA MAZAS, or KUNIGUNDA ELLRODT, or MARY C. ELLRODT, late of the City of New York, deceased, to present the same, with vouchers hereof, to the subscriber at her place of transacting business, the office of L. P. Mingey, No. 346 Broadway, Borough of Manhattan, in the City of New York, on or before the 1st day of August next.—Dated New York the 28th day of January, 1899. MARY LORENTZ, Executrix.

L. P. MINGEY, Attorney for Executrix, 346 Broadway, Borough of Manhattan, City of New York. ja30-1aw6mM

SARRA Y VALLDEJULI, JOSE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOSE SARRA Y VALLDEJULI, late of Havana, Cuba, deceased, to present the same, with vouchers thereof, to the subscriber at her place of transacting business, the office of Lenman & Kemp, Nos. 68 and 70 William Street, Borough of Manhattan, City of New York, on or before the 21st day of December next.—Dated New York, the 13th day of June, 1899.

CELIA HERNANDEZ DE SARRA, Ancillary Administratrix.
COUDERT BROTHERS, Attys. for Ancillary Administratrix, 71 Broadway, N. Y.

SCHMITT, GEORGE, JR.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against GEORGE SCHMITT, Jr., late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber at her place of transacting business, at the office of Marshall, Moran, Williams & McVickar, her attorneys, No. Thirty Broad Street, in the City of New York, on or before the first day of August next.—Dated New York the twenty-eighth day of January, 1899. CLARA E. SCHMITT, Administratrix.

MARSHALL, MORAN, WILLIAMS & McVICKAR, Attorneys for Administratrix, 30 Broad Street, Borough of Manhattan, New York City. jy6-1aw6mM

SUPREME COURT, COUNTY OF NEW YORK.—In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date 10th day of July, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Sales Rooms, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 8th day of August, 1899, at 12 o'clock noon, on that day, by Peter F. Meyer, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

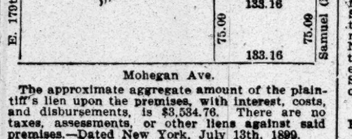
All that lot, piece or parcel of land, situate in the Borough of Manhattan, City of New York, known and designated on a map on file in the office of the Department of Taxes and Assessments for the County of New York as "Map prepared under Chapter 411 of Laws of 1876," Vol. 5, Page 2, as Lot Number 54 on block Number 1,467, which said lot is bounded and described as follows: Beginning at the southwest corner of the intersection of Samuel Street with Mohegan (formerly Grant Avenue; running thence northwesterly along the southwesterly line of Samuel Street, part of the 9-100 feet (75.09;) thence southwesterly and parallel with Mohegan Avenue, one hundred and thirty-three 16-100 feet (133.16;) thence southeasterly, parallel with Samuel Street seventy-five 9-100 (75.09) feet, to Mohegan Avenue; thence northeasterly, along the northwesterly line of Mohegan Avenue, one hundred and thirty-three and 16-100 (133.16) feet, to the point or place of beginning.—Dated New York, July 15th, 1899.

JAMES R. TORRANCE, Referee.

EDWARD H. KELLY, Attorney for Plaintiff, No. 71 Broadway, Borough of Manhattan, New York City.

The following is a diagram of the property to be sold:

Southern Boulevard.



Mohegan Ave.

The approximate aggregate amount of the plaintiff's lien upon the premises, with interest, costs, and disbursements, is $3,534.76. There are no taxes, assessments, or other liens against said premises.—Dated New York, July 13th, 1899.

JAMES R. TORRANCE, Referee.

EDWARD H. KELLY, Plaintiff's Attorney.

FURNISHED ROOMS.

WOMAN'S CLUB HOUSE, 104 West 41st St.—Rooms for nurses, professional women, visitors to city accommodated. Telephone.

LEGAL NOTICES.

AT A SPECIAL TERM, PART II., OF THE Supreme Court, held in and for the County of New York, at the County Court House, in the Borough of Manhattan, City of New York, on the 21st day of April, 1899. Present: Hon. Henry W. Bookstaver, Justice.

In the matter of the voluntary dissolution of the Teachers' Provident Association of the United States.

On reading and filing the petition of James Cruikshank, W. C. Sandy, Arthur Cooper, Abner B. Hilley, Heman P. Smith, Philippina Hoffman, William A. Owen, Edward Bush, and Frank K. Perkins, verified the 15th day of April, 1899, whereby it appears that said petitioners constitute a majority of the Directors of the Teachers' Provident Association of the United States, a corporation created under the laws of the State of New York, having its principal office located in the Borough of Manhattan, City of New York, and the schedule thereto annexed, duly verified by the petitioners on the 15th day of April, 1899, and on motion of Edward S. Peck, attorney for the petitioners, it is hereby

Ordered that all persons interested in said corporation show cause at a Special Term, Part I., of this court, to be held at the County Court House in the Borough of Manhattan, City of New York, on the 24th day of July, 1899, at 10:30 o'clock in the forenoon of said day, or as soon thereafter as counsel can be heard, why the said corporation should not be dissolved.

And it is further ordered that a copy of this order be published at least once in each of the three weeks immediately preceding the said 24th day of July, 1899, in THE N. Y. DAILY TIMES, a newspaper published in the County of New York, and in the New York Law Journal, a newspaper published in the County of New York.

Enter. H. W. B., J. S. C.

To the creditors, members, and all persons interested in the Teachers' Provident Association of the United States:

Please take notice that an order, of which the within is a copy, was this day duly filed and entered in the office of the Clerk of the County of New York, on April 21, 1899.

EDWARD S. PECK, Attorney for Petitioners, No. 100 Broadway, (Manhattan,) New York, N. Y.

SUPREME COURT, COUNTY OF NEW YORK. —FRANK KING, plaintiff, against THE NEW YORK NOVELTY COMPANY, defendant.

In pursuance of an order of the Hon. Henry Hischoff, Jr., dated July 13, 1899, I will sell at public auction at the office of Edgar J. Lauer, 87 Nassau Street, Borough of Manhattan, New York City, on the 25th day of July, 1899, at 3 o'clock P. M., all my right, title, and interest in and to the following judgments obtained by me as receiver of the New York Novelty Co.:

Frederick Shanning, City Court of New York, June 7, 1895, $162.93; Myer Kaletzki, Supreme Court, March 9, 1895, $298.61; Abraham Schwab, Supreme Court, June 12, 1895, $7,236.15; Gabriel Schwab, Supreme Court, June 12, 1895, $6,062.51; Leo L. Schwab, Supreme Court, June 13, 1895, $2,026.82; Nathan Schw

STATUS OF JAPAN RAISED

New Treaties Place Her on a Par with Other Nations.

CONSULAR COURTS ABOLISHED

Foreigners Become Subject to the Same Laws as Natives and Enjoy the Same Privileges.

WASHINGTON, July 16.—A new treaty between the United States and Japan will go into effect to-morrow, at which time also new treaties between Japan and nearly all of the countries of Europe and one South American republic also will become operative. The new treaty between this country and Japan is one of far-reaching importance, as it does away with practices which have been in vogue for nearly fifty years, and substitutes entirely new methods of procedure. The same is true as to the relations of Japan with other countries. Taken as a whole, the treaties place Japan on an entirely new footing with the world at large, as she is recognized for the first time as an equal in every respect.

The treaty with this country was made Nov. 22, 1894, in Washington between Secretary Gresham and Minister Kureno, who then represented Japan here. The changes it made were so far-reaching that it was determined that the treaty should not go into operation until July 17, 1899. Jutaro Komura, the present Japanese Minister in Washington, to-day gave an outline of the more important features of the new arrangement. He said:

"The 17th of July marks the turning point in the diplomatic history not only of Japan but of the Oriental countries in general. It will be the first instance in which the Western powers have recognized the full sovereignty of an Oriental State. This action of the enlightened nations of Europe and America shows that if any country is ready to assume a full share in the responsibility and affairs of the world at large these old and enlightened powers are ready to admit such a country to full comity among nations So we regard the advent of this treaty as a very important step, not only for Japan, but for all the nations of the East.

"The countries with which Japan has made new treaties are the United States, Great Britain, Germany, France, Russia, Austria, Italy, Spain, Portugal, Belgium, Holland, Denmark, Sweden and Norway, Switzerland, and Peru. All of these go into effect to-morrow, except those with France and Austria, which are deferred until Aug. 4. With most of these countries Japan had treaty relations before, but they were crude and unsatisfactory.

"To understand the change it is necessary to look at the system under the old treaties. This was essentially based on two principles: First, that foreign residents in Japan should enjoy the privileges of extra-territoriality—that is, they should be amenable to the laws and jurisdiction of the Consul of their own country, and not to Japanese jurisdiction, and, second, that foreign residents in Japan should be confined to certain open ports, outside of which foreigners could not reside, own property, or engage in trade. The result was, in effect, about fifteen or sixteen systems of courts in Japan for the purpose of trying foreigners committing offenses in Japan. Furthermore, most of the powers claimed that Japanese laws were not binding upon foreigners. For instance, take our quarantine law. While it protected us as against our own people, there was no protection in the case of an infected foreign ship. The only exception to this refusal to recognize Japanese laws was the United States, which recognized from the first their binding force.

"One of the bad effects of this system was that foreign residents had entire immunity from taxation, the Japanese paying all the taxes. All this has now disappeared, and foreigners have the same privileges as well as the same obligations as the Japanese citizens—no more and no less. The first step in the new system is to put an end to the old fiction of extra-territoriality, by which foreign citizens were judged by different standards from Japanese.

"The second essential thing is the opening of the entire interior of Japan to foreign residents and trade. Until now there have been only five treaty ports—Yokohama, Nagasaki, Kobe, Hakadote, and Nigata. In these places foreigners had been able to live, to purchase property, and to trade, but outside of these they could not even travel without a special permit. These five places are an insignificant part of Japan. Henceforth the entire interior of the empire, with its populous cities and inviting fields of industry, is thrown open to foreigners. They may live anywhere, engage in any kind of business, and will be sure of the same protection to life and property that is given to the Japanese.

"In bringing about the new system of treaties Japan naturally feels most friendly toward the United States, because she always has shown a most sympathetic interest in Japan's desire to adopt modern methods and to deal on even terms with the rest of the world. The messages of several of the Presidents have spoken in most friendly terms of this matter. And so, as the Government and people of the United States have taken such friendly interest under the old system, I hope and believe that the United States Government and people will take a most friendly interest in the carrying out of the new treaty."

Rushing Freight to Japan.

TACOMA, Wash., July 16.—The steamship Olympia of the Northern Pacific Line arrived to-day from China and Japan with 3,000 tons of the new crop of tea. She began discharging immediately, and will hasten freight that importers are attempting to rush into Japan before the new duties become effective. Several cars of tobacco await shipment here.

EXEMPT FIREMEN NETTLED.

New York Men Want Trustees on Board of the Hudson Home.

A largely attended meeting of the Exempt and Volunteer Firemen's Association of the City of New York was held yesterday afternoon in the association's rooms, 10 Greenwich Avenue, for the purpose of taking action to secure representation on the Board of Trustees of the Firemen's Home, at Hudson, N. Y. By reason of the fact that the up-State delegates were numerically much stronger than the New York Association, they have heretofore chosen the Trustees of the home from their own numbers, not giving the New York men proper representation, it is claimed. This has been particularly aggravating to the local men, it is said, who last year contributed almost $10,000 of the $15,000 required to support the home.

The meeting yesterday was in response to a call sent out by John H. Waydell, President, and H. K. Woodruff, Secretary, of the New York organization, and it was decided to take steps to secure recognition from the hands of the delegates to the annual State Firemen's Convention, to be held at Yonkers next month. The local men will go to Yonkers a day in advance of the opening of the convention and begin a vigorous campaign. In themeantime they will send out circulars to all the firemen's associations in the State, setting forth their claims. Three men chosen at yesterday's meeting will be put up as Trustees. They are John Croak and Charles C. Gildersleeve of New York and J. Alexander Houston of Yonkers.

RUN DOWN BY RECKLESS DRIVER

Absence of the Police in Brooklyn Gave Horsemen Too Much Freedom.

John Fournier, thirty-five years old, of 619 West One Hundred and Twenty-third Street was seriously injured at One Hundred and Twenty-fifth Street and Seventh Avenue yesterday afternoon by being run down by a team which was racing with another team. Fournier is internally injured, but how seriously the physicians at Manhattan Hospital, to where he was removed, cannot say.

There is always one and usually two policemen Sunday afternoons at One Hundred and Twenty-fifth Street and Seventh Avenue, which is a great resort for persons having fast horses. The police were absent yesterday in Brooklyn, and the place was left without protection. As a result there was much reckless driving. The man driving the team which injured Mr. Fournier did not even slacken his speed to see what damage had been done. No arrest was made.

MISTAKES OF SEA CAPTAINS.

The Paris Accident Recalls to Capt. W. B. Hilton Unaccountable Errors Made by Other Officers.

Capt. W. B. Hilton, a member of the Board of Commissioners of Pilots, and a veteran navigator, in speaking the other day of the report of Capt. Watkins on the Paris disaster, said that it reminded him of several other cases which had come under his observation in his seafaring career where Captains had made mistakes for which they could offer no explanation. The only explanation possible, in the speaker's opinion, was that a Captain's mind was as liable as that of any other man to become dazed or confused to such an extent as to prevent him from realizing the imminence of danger.

"There was the case of the Captain of a Baltimore and Ohio lighter which I observed right in this bay," said Capt. Hilton. "The lighter was coming up the bay at full speed when the Captain suddenly gave an order to let go the starboard anchor. He never realized what he had done until the anchor struck bottom, and the ship suddenly swung around with a jerk almost enough to throw the sailors off their feet The lighter was surrounded by other shipping, and it looked as though a collision could not be avoided, but fortunately no harm resulted. The engines were stopped and the lighter swung around in a narrow circle, and when she had returned to about her original position the port anchor was let go, and she came to a stop.

"At another time, when I was in the harbor at Key West, I saw Capt. Rollins of the steamer Isabel run his ship into a wharf in the most extraordinary way. The steamer came into the harbor under good speed, with the Captain standing like a statue on the bridge. He gave no order to slacken speed or to alter the course, and the steamer went right ahead until she struck the wharf, badly damaging it and herself. The Captain apparently was looking right ahead, but he said afterward that the time just before the crash was a blank to him, and that he had no idea what was going to happen until the shock brought him back to himself.

"In one case that I remember the Captain not only made an inexcusable mistake in fixing his course, but was too obstinate afterward to change it, even when warned that he was in danger of running his ship aground. The steamer was the Persian Monarch, now called the May Flint, and was coming in from Europe under command of Capt. Bristow. Pilot Jackson was taken aboard out near the eastern end of Long Island, but was told that his services would not be required until the ship reached Sandy Hook. The pilot was on deck, and when the steamer got along near Shinnecock he noticed that the course being steered was one that would ground the steamer in a few minutes if it was not changed. Of course he had no authority, but he thought it his duty to speak to the first officer, who was on the bridge, the Captain being in his cabin. The first officer was very reluctant to say anything to the Captain, but the pilot was so vehement in declaring that the ship was in danger that he finally sent for him. When the Captain reached the bridge and heard what was the matter he ridiculed the idea that he could be mistaken regarding the course. 'I have sailed these waters for years, and am well acquainted with them,' he said, with a self-satisfied air. 'You'll be better acquainted in five minutes if you don't shift your helm,' was Pilot Jackson's reply. And, sure enough, in less than five minutes the Persian Monarch was hard and fast aground, and the wreckers had a tough job pulling her off. The Captain lost his license for a few months."

MARRIAGE AND DIVORCE.

Bishop Seymour Urges the Insertion of a "Saving Clause" in Canon Dealing with That Subject.

Bishop Seymour of Springfield adds to the discussion of the subject of marriage and divorce by the publication of a letter in which he urges the insertion of what he calls a "saving clause" in the canon dealing with that subject. The Bishop will present his view of the matter before the next General Convention of the Protestant Episcopal Church, and will ask that it become a part of the ecclesiastical law of that body. His letter, addressed to the editor of The Churchman, is as follows:

"Marriage is a contract, and by God's fiat is indissoluble; but, like all contracts, it may be vitiated and made null and void by fraud, by violence, or by ignorance. In such cases there was never any real marriage. The service and declaration created a legal status of man and wife in the eye of the law and the general public, but as before God there never was a sacramental union in the bonds of holy matrimony, and therefore the parties, or one of them at least, who has been the victim of deception or force, is free to marry whomsoever he or she pleases.

"But in such cases the action of our courts, by which legal redress is given to the injured party, is called 'divorce.' This is a misapplication of the term, but we can protect the innocent or the wronged by the introduction of a clause in our canon, which in no way affects the principle that marriage is indissoluble, but simply removes from the operation of the canon such cases of alleged and legal marriage as are null and void ab initio, or, in English, are in no sense a marriage.

"If we could induce our courts and Judges to frame their decrees in such cases, so as to read that the parties named in the suit are separate and single, inasmuch as they were never really and truly married, and that the said marriage is declared to be 'null and void ab initio,' then all would be well, but we cannot hope to do this. We are forced, then, to provide against the difficulty by so framing our canon as will guard these parties for whom we plead, and this we can do without detriment to any other interest whatsoever. Let the canon run in this way, and all the cases where the marriage has been null and void from the beginning will be guarded for specific consideration as they offer themselves to the Bishop or priest officiating, and the general principle will be asserted just as firmly and clearly as ever."

Bishop Seymour then announces the construction of the proposed canon in these words: "No minister of this Church shall solemnize the marriage of any person who has a divorced husband or wife still living if such husband or wife has been put away for any cause arising after marriage. But this canon shall not be held to apply to parties once divorced seeking to be united again, and in all such cases the officiating minister shall use only so much of the marriage service as shall satisfy the legal requirement as to the proclamation that the parties are in the eyes of the law man and wife, and invoke upon them the nuptial benediction.'

"The clause which I hope to see inserted, the Bishop continues, "is this, 'if such husband or wife has been put away for any cause arising after marriage,' I may be mistaken; but I feel confident that, if this matter is understood, there will be no opposition to the saving clause, which guards the rights of those who both God and man say may marry if they wish."

OPEN-AIR CONCERTS TO-DAY.

Programmes for Washington Square and Corlears Hook Parks.

There will be music at Washington Square Park by the Eighth Regiment Band to-day at 8 P. M. The following is the programme:

March, "Charlatan" ..... Sousa
Overture, "Contrabandista" ..... Sir A. Sullivan
Valse, "Wedding Chimes" ..... Wiegand
Songs of the Heart, by Stephen Foster ..... Herman
Album Leaf, "Butterfly Ballet" ..... Kela Bela
Cornet Solo, "Harlequin" ..... Seltzer
Performed by Mr. Frank Seltzer.
Reverie, "Visions in a Dream" ..... Lumbye
Favorite Sonnets:
"Just as the Sun Went Down" ..... Mackie
"Hannah's Promenade" ..... Dicey
Selection, "Idol's Eye" ..... Herbert
Galop, "Bombasto" ..... Selwin

At Corlears Hook Park Ward's Military Band will play these selections:

Prelude, "The Star-Spangled Banner" ..... Key
March, "Soldiers in the Park" ..... Caryl
Overture, "Raymond" ..... Thomas
Romance, "Erin's Green Shore" ..... Moore
Selection, "A Little of Everything" ..... Dewitt
Cornet solo, "Army and Navy" ..... Jaeger
By Mr. William Jaeger.
Fantaisie, "The Ragged Earl" ..... Boettger
Cake Walk, "Ragtime Skedaddle" ..... Stern
Intermezzo, "Salome" ..... Loraine
Characteristic, "Darkies' Jubilee" ..... Hall
Selection, "Roof-Garden Gems" ..... Mackie
Finale, "Smoky Mokes" ..... Feist
"Home, Sweet Home."

Tried to Save Trunk While Fire Raged

An explosion of chemicals caused a fire yesterday afternoon at 5:30 o'clock in the five-story brownstone building at 122 East Twenty-third Street. The building is occupied by artists, engravers, and printers, and on the top floor is the Braunack Photographic Studio, where the explosion took place. The fire was confined to the top floor, and the damage is placed at $1,000. A Miss Ross and a Miss Peck occupy a studio together on the second floor. Both were at home. Miss Ross delayed in packing her trunk, and when she was finally brought out she was almost overcome by the smoke. Three artists asleep in the adjoining studio on the third floor were aroused with difficulty.

IN THE TEXTILE MARKETS

Big Sales in the Wool Department at Advanced Prices.

GOOD BUSINESS IN MEN'S WEAR

Cotton Goods Market Firm in Spite of Reductions in a Few Lines—Outlook for Knit Goods.

The textile markets have been growing in activity and interest all of the past week, and they have assumed a condition of life that is more on a par with the month of June. Buyers are in the city and preparing to do business. They have not placed many orders as yet, but have devoted the week to "shopping," and will begin their buying as soon as they have made the rounds of the commission houses where their interests lie.

The only point that shows a weakness, and that is only on the surface, is the cotton goods market, where some reductions have been made during the week. The knit goods market is a little slower than the others, but this is a fault that will be rectified in a short time. This business is for the most part on a healthy basis, and will undoubtedly have a good season. Some of the cheap fleeces are troubling the agents and the buyers alike.

The situation in the wool market continues to improve, and enormous sales have been made at advanced prices. There is a decided scarcity in the world's supply, which accounts for the activity to a great extent, and there is undoubtedly considerable buying for speculation. This is to be discountenanced as far as possible, and the agents are endeavoring to check it as far as possible.

About 10,000,000 pounds of wool changed hands last week, and while this movement is due partially to speculation it is also a fact that there is a strong demand for manufacturing purposes. The thing that governs the market is the scarcity of wool all over the world. Fine Australian wool has advanced until it is only 4 cents a pound (clean price) below the importing price, and it is freely predicted that before the year is over the United States will be importing again, although it was only a few weeks ago that this wool was being exported to Europe.

On account of this condition, domestic wools and fleeces have lately been sought for more than formerly, and Ohio delaine has in particular sold at better and firmer figures. The demand is, of course, strengthened by the increased prosperity evident in the market for the finished product, which affords increased encouragement every day. The mills are as a rule loaded with orders.

MEN'S WEAR DEPARTMENT.

The interest in the men's wear department of the woolen goods market is divided between the present business in heavyweights and the new Spring season which is about to open. All interested in the situation are carefully weighing in the balance every influence which will tend to have any effect on the market either in regard to the amount of business, styles, or prices. The market is too firm to be influenced adversely by any minor cause, but, on the other hand, is ready to respond to any hardening influence that may appear.

This is evidenced by the further advance which the American Woolen Company placed on their clays of 2½ cents per yard. There would seem to be no question of a considerable advance in the new Spring weights, because wools have been advanced 20 to 30 per cent., dyestuffs have felt the hardening influences, and yarns have advanced. The wages in many of the mills have been advanced also.

The lightweight business develops slowly, and aside from some special business in cassimeres and fancy worsteds there has been but little effort made by the commission men to place their goods on the market. The business that has been accomplished so far in fancies has been done from the blanket, but the majority of the agents prefer to wait until they get their samples cut and bound before launching them.

The worsted manufacturer is looking forward with confidence to the Spring season. The manufacturer of cassimeres also hopes much from the season, but is not quite as certain as the worsted man. In the Spring weight serges there has been a considerable business in lines from 55 cents and upward.

There is a continuance of the business for heavyweight suitings, particularly worsted fabrics. Clothiers are urging early deliveries, but the manufacturer is unable to rush his looms more than they are. The clothiers are paying from 5 to 15 cents per yard more for their goods now than they would have had to if they had bought earlier in the season, but they bought then with that particular moment and its needs in view, and let the future take care of itself.

The business in overcoatings is not very lively, though there is a fair demand for some lines. The cheap and medium covert is doing undoubtedly the best so far, but there are some others that also bid well for business. All rough-faced goods are quiet.

DRESS GOODS FAIRLY ACTIVE.

There has been little change to report in regard to dress goods except a fair amount of business from the West. The duplicate orders are not individually large, but the aggregate is good. The jobber is going to run short this season unless he is especially lucky. The mills will not be able to supply his wants. Crepons are prominent in the orders that are coming forward now, as are also serges, broadcloths, plaid fabrics, and homespuns.

Cloakmakers are doing very little, not knowing just what they want for the season. The style and length of the garments, which determines the fabrics that they will buy, is not settled and until it is, they must wait. There is some expectation that the long Newmarket will be popular, and in that case there will be a demand for coverts such as was never known before. The little demand that there is coming forward is for staple fabrics. Kerseys, coverts, and Venetians are the sellers at the present time.

COTTON GOODS FIRM.

There was a sensation among the buyers of cotton goods who had arrived in the market during last week when they learned that some of the five-and-a-half-cent fancy prints had been reduced to 5 cents per yard. They took this to be an unexpected sign of weakness, and forthwith set about bearing the whole market, or trying to, only to be greatly disappointed. Nothing could be firmer than the cotton goods market today, in spite of the reductions mentioned.

The prints reduced are the Windsor Epatant Fancy Prints, Manchester Amazonas, Pacific Parthians, and Cocheco Amaranths. This movement has ended the unusual condition which has existed this season, and business will move along in a smoother channel with all. The break was naturally a disturbing factor in the market during the whole of the week, but it is now assuming a normal condition, and it was at no time at all serious. It is being used by the buyers in their efforts to pound other prices, but unsuccessfully.

There has been a much better spot business to be noted in the market than has been the case for two or three weeks past. The market can hardly be termed active as yet, although there are many buyers to be seen, and they are doing business. It is probable that another week will see things rushing, more or less. Holders are very firm in all of their prices, and bids have been turned down for good quantities where there was only a difference of 2 per cent. between the asking price and the bid.

Staple cottons show a business somewhat above the average. Heavy brown sheetings and drills are now steadier, the lines that were to some extent neglected and consequently showed irregularities in price are now in better demand and have steadied down. There is no change in four-yard sheetings and lighter weights. Orders for bleached cottons are being received in fair numbers, but they are for small lots each.

Some excellent orders are being received for staple ginghams, but the generally oversold condition of the market makes it difficult to do much business. Madras fabrics have sold well to the manufacturing trades for Spring, and percales also. Indigo blues, turkey reds, mournings, &c., are being taken in a moderate way, and prices rule steady.

Treat & Converse have just placed on the market a new line of fancy prints at 5 cents per yard. They are called the "Arctiques." These are full standard cloths, fast color, acid-discharge work. The plans for consolidating the cotton duck mills are approaching completion, and subscription to the stock will be taken next week.

KNIT GOODS.

The underwear departments are now preparing for the opening of the new lightweights for next Spring. From early samples seen it is evident that fancies in single and grouped stripes and tints will figure largely in the season's business. Fancy balbriggans for men, to retail at from 30 to 75 cents, are expected to do a big business. There will also be a large variety of lace effects. Last year there was not nearly enough to go around, and the manufacturers are prepared to meet the demand this time.

The manufacturers of fleeces, both cotton and wool, have done a big business for Fall, and already they are practically sold up for the season. The retailers have sold large quantities of fancy goods, and will buy heavily when it comes their turn. The jobbers know this and will prepare their stocks accordingly.

The thorough way in which the lightweight stocks have been cleared out this season, and the fact that the mills have been forced to manufacture lightweight goods far later than is customary makes it probable that there will be a scarcity of lightweight goods, and the far-sighted buyer will place his orders as early as possible, and for as large quantities as he really feels he can use during the season. This does not mean that it would be wise to speculate, but to use good judgment in regard to early purchases.

There is a very limited business coming forward for imported underwear. The deliveries are just beginning to be made of goods ordered for Fall. The retail trade is calling for some goods to fill out the remainder of the season, and reassort their stocks of merino, gauze, and Swiss ribbed goods. There is every reason to expect an active Fall business, much larger than in previous seasons.

HOSIERY.

The importers of hosiery have received quite a number of good orders during the past week to finish up the season's business, and the prospects are that this will continue throughout the present month and possibly into August. The principal demand for domestic goods during the past week has been for lines that will retail at from 25 cents and under. In seamless hosiery business is tending strongly toward better grades.

The accepted time for "bathing trunks," swimming suits—every sort of watery suit.

As usual our stock comprehends everything worth having.

For men $1 to $6.50.

For boys 50c. to $2.50.

You know of course that everything for land wear is here.

ROGERS, PEET & Co.

350 Broadway, cor. Leonard.
569 Broadway, cor. Prince.
Thirty-second and Broadway.

THEFTS BY THE WAGON LOAD.

John Davis, Who Has Been Sought for a Long Time, Finally Captured—Ex-Policeman Also Arrested.

John Davis, who gave his address as 208 Eighth Avenue, was arrested on Saturday under the name of John J. McAgnes, in company with an ex-policeman named William Marsh of 221 West Twenty-first Street, charged with stealing lead pipe, and with being suspicious persons generally. Detective Sergeants McConville, McGinnis, and Pepperted were put in charge of the case, and they found that Davis, or McAgnes, had been wanted for several months for larceny.

Last September, it is alleged, Davis took a big truck full of goods he was supposed to be delivering for R. H. Macy & Co. in the near-by New Jersey towns. Davis was put under bond, and it is said he furnished a bond indorsed by a Mrs. Eubank of 337 West Twenty-eighth Street, whose name was forged.

Davis started out with a wagon full of goods from Macy's on Dec. 9. He never came back. Macy's complaint department was overrun with work for the next two months looking up claims for goods that had never been delivered to people who bought them and to persons to whom they had been sent as Christmas presents. About a week afterward the rig Davis drove was found near Hackensack.

W. D. Martin of 87 Avenue A got Herbert Shear, an expressman, who has a stand on West Fourteenth Street, on March 1, to take two trunks and a valise for his brother, who had been visiting him from Montana, from his house to the Pennsylvania Station. They were to be checked to their destination. Shear didn't hear from Martin for some time for the reason that Martin's brother thought his things were on the train till he got to Chicago, and then wrote back. The trunks were never seen again.

The same driver who took Martin's trunks was sent, a day or so later, down to George W. Meserve of 79 Leonard Street, with a wagon and team to get three trunks, a valise, and a hatbox, and take them to a Seventy-ninth Street storage house. The driver didn't come back.

Mr. Shear got a notice from the police next day that a wagon and team that seemed to belong to him had been found without a driver in the streets, and he found that it was the one this driver had been sent with. The trunks were not found.

About three days later Shear heard from Martin, and he went to Police Headquarters and gave a description of Davis. The police recollected the Macy case, and found that the descriptions tallied.

Davis, however, was not caught till Saturday, when Detectives Livingston and Baxter of the West Twentieth Street Police Station, picked him up with Marsh and sent him to Headquarters. Here Davis was found to answer the description well, and he was held on that charge. He at first denied that he knew anything about the thefts, but later said that Macy's wagon had been driven off by somebody while he was in a house, and he knew it was useless for him to go back and try to keep his job, so he remained away.

In the Jefferson Market Police Court yesterday Davis said that he could get some witnesses who would corroborate his statements, and he was held in $2,000 bonds for an examination Friday. Marsh was also held on the lead-pipe charge and as a suspicious person. The police think they may connect him with some of Davis's doings.

TREMONT AVENUE WIDENING.

Bronx Taxpayers Will Protest to Board of Public Improvements.

A large delegation of Bronx Borough property owners will attend the meeting of the Board of Public Improvements on Wednesday to make a protest against the widening of Tremont Avenue from 75 to 100 feet, in case such a proposition comes up for consideration. Plans providing for such an improvement were prepared several weeks ago by Chief Engineer Louis A. Risse, but they did not meet the approval of the taxpayers, and were disapproved by the Local Board of Improvements.

The local board, however, adopted resolutions providing for the widening of the roadway of Tremont Avenue by taking three and a half feet off each sidewalk from Third Avenue east as far as Boston Road. This met with the unanimous approval of all interested in the subject, and resolutions in favor of the project were adopted last week at a meeting of the Tremont Taxpayers' Association, of which William A. Cameron is President.

There seems to be some misunderstanding among property owners as to whether Engineer Risse's plan or the local board's resolution is to come up for a hearing before the Board of Public Improvements on Wednesday, and they fear that if the question of widening the roadway alone comes up, an amendment to widen the avenue from 75 to 100 feet will be introduced and railroaded through the board unless there is determined opposition.

FF FLINT'S FINE FURNITURE

NOW FOR ECONOMY.

Every visitor to our warerooms now will think himself blessed with the purse of Fortunatus—such sweeping reductions have we made in all our Summer furnishings—the coolest, most comfortable and artistic that any Summer has seen.

Purple Reed Suites, - $35.00
3 pieces, cushioned seats and backs. Reduced from $48.00.

Green Enameled Suites, - $36.00
3 pieces, cushioned seats and backs. Reduced from $43.00.

Also odd chairs and divans; airy sofa cushions in abundance, whose colors run the whole gamut from the richest to the daintiest tints—all greatly reduced to make room for Autumn novelties.

"BUY OF THE MAKER"

GEO. C. FLINT CO.

43, 45 AND 47 WEST 23d ST
NEAR BROADWAY.

FACTORY: 154 AND 156 WEST 19th STREET

CHURCH MORTGAGE LIFTED.

T. P. Campbell Surprises St. Paul's, East Orange, with a $5,000 Check.

Special to The New York Times.

ORANGE, N. J., July 16.—About five years ago the congregation of St. Paul's Episcopal Church of East Orange built a pretty little stone edifice in Prospect Street and a correspondingly picturesque parish house adjoining. All the members subscribed liberally, but when the subscriptions were counted there was $5,000 remaining unpaid, which has been in existence in the form of a mortgage since. Struggle as he would, the rector, the Rev. John W. Williams, could not lift the mortgage, and he worried not a little about it.

The church members were as much distressed over the mortgage as the rector, and there was much surprise and rejoicing at the service in the church this morning when the rector read a letter from Walter Kerr, Treasurer of the Building Committee, stating that the $5,000 had been given to the church by T. Pearsall Campbell, one of the church's wealthy members, and that the mortgage had been lifted yesterday.

Treasurer Kerr told the story of how he had received the donation at least a score of times after church this morning. He was sitting in his office, at 52 Wall Street, New York City, when Mr. Campbell walked in and asked if there was not a mortgage of $5,000 on St. Paul's. Mr. Kerr admitted that there was.

"Why don't you pay it off?" asked the visitor. Mr. Kerr retorted that five-thousand-dollar checks were not growing on bushes, even in East Orange.

"Well, here's one you might use for the purpose," suggested Mr. Campbell, handing the Treasurer a check for the full $5,000. The church people will give a big reception in a few weeks to celebrate the occasion.

THE MOUNT OLIVET CHURCH.

No Reference Made by the New Pastor to the Trouble in the Congregation.

The Rev. Charles T. Walker of the Tabernacle Baptist Church of Augusta, Ga., ex-Chaplain of the Ninth Immune Regiment, United States Army, delivered the morning sermon yesterday at the Mount Olivet Baptist Church, the pulpit of which he will occupy permanently from Oct. 1.

The Rev. D. W. Wisher, the former pastor of the church, preached to his followers at West Side Lyceum Hall, where the new congregation, called the Tabernacle Baptist Church, is worshipping.

The Rev. Mr. Wisher is preparing a letter for general publication, in which he relates how he, from a membership of twenty-one, with a fund of $5, developed a congregation in the course of twenty-one years to what it is, the membership at the time of his resignation being 1,300, with over $500,000 capital. The Rev. Mr. Wisher's sermon yesterday was delivered upon the subject, "Our Love for Christ." "Is it love for Christ," he asked, "that is manifested by a pastor that will lead a church the members of which have accused me, their benefactor, of every sin in the world but murder? I refrain, as a gentleman and a Christian, to say anything in regard to the recent trouble within the Mount Olivet Church—the majority of the hearts of its congregation I am still confident are with me—until my history of the many years I led that church and the subsequent trouble is made public. All I will say is that I am not guilty of any of the offenses of which I stand accused. They owe me $1,050, for which I am now suing them. Politics, I presume, was the sole cause of my resignation."

The Rev. C. T. Walker, in his sermon, made no reference to the church trouble.

A Call to the Rev. Mr. Bodley.

The Rev. Harry I. Bodley, Acting Secretary to Bishop Potter during the absence of the Rev. Dr. George F. Nelson, who has gone to Alaska as Chaplain of the Harriman exploration expedition, has received a call to the rectorship of St. Mark's Church, New Britain, Conn. Mr. Bodley is expected to assume charge of his new duties next month. Dr. Nelson will return early in August.

DEATH OF GEORGE STETTHEIMER

Records in the Coroners' Office Show He Committed Suicide.

Coroner Zucca will hold an inquest on Friday in the case of George Stettheimer, the circumstances of whose death on July 1 were not made public until yesterday. In the records of the Coroners' office the case is entered as one of suicide, with an interrogation mark after the cause of death. Mr. Stettheimer, who lived with his two brothers, Charles J. and Joseph, at the Nevada apartment house, Broadway and Sixty-ninth Street, died from the effects of a pistol-shot wound in the head, supposed to have been inflicted by his own hand. The certificate of death was made out by Coroner's Physician Williams.

It is reported that Mr. Stettheimer was engaged to marry Miss Ruby Eiseman of Allegheny, Penn., and that their marriage was to have taken place on the Monday following the day of his death, which was Saturday. As far as can be learned, both his family and hers approved the match, and nobody has been able to assign any reason for the prospective bridegroom's act.

Coroner Zucca was not in the city yesterday, having gone to his Summer residence, at Woodmere, L. I., where his wife is reported to be dangerously ill. There was nobody at home when a reporter called at the Stettheimer apartments yesterday. The servants in the house knew of Mr. Stettheimer's death, but the fact that it was a case of suicide had been kept even from them.

Mr. Stettheimer was engaged in business as a merchant, as are his two brothers with whom he lived. Another brother resides in Troy N. Y.

RUMOR OF DEATH ON ANNAPOLIS

Reported Suicide Not Verified—Accident to Master at Arms.

There was a rumor last night that some one aboard the United States steamship Annapolis, used as a training ship for the naval cadets, had committed suicide. The Annapolis last night lay off in the stream opposite the foot of East Twenty-ninth Street, and it was impossible to get to her.

William Manning, a longshoreman, who makes a little money by rowing people out to look at warships and other floating objects of curiosity, said he had heard of no attempt at suicide or suicide aboard the Annapolis. He said that at 9 o'clock the Master at Arms of the Annapolis came down to the dock, and asked him to row him to the Annapolis. Manning said he consented.

The Master at Arms got into the boat. When a few yards out from the dock the Master at Arms accidentally overturned the boat, and both of the men were tumbled into the river. They were pulled out, and taken in a boat back to the dock. Manning finally got the Master at Arms aboard the vessel. He was thanked, and allowed to dry his clothes in the engine room of the Annapolis. If there had been any suicide on the Annapolis Manning thinks he would have heard of it.

O'Neill's.

Women's Sailor Hats.

A choice assortment of Split Straw Sailors, like cut, choice quality, worth 1.95 upward,

85c. each.

In Rough and Ready Braid, 25c. to 75c.

A large assortment of

NEW GOLF HATS

in the latest effects at unusually low prices

Women's Wash Skirts.

White wide wale Pique Skirts, full width, finished with deep hem, regular value 1.98,

Special 98c.

Blue Denim Dress Skirts, entirely men tailored,

Special 1.98

Black Pique Skirts, with small White Figure and finished with double row of White insertion, regular value 3.98,

Special 1.98

Black Serge Dress Skirts,

New Habit shape, Percaline lined,

Special 5.00

Women's Serge Suits.

Black Serge Suits with jaunty Fly Front Walking Coat and full circular shape Skirt, entire suit lined with Colored Taffeta, at

15.98

Also Exceptional Values in Women's Shirtwaists.

All Cash Purchases (except Bicycles and Sewing Machines) delivered free to any railroad station within 100 miles of New York City.

Embroideries!

The Big July Sale still continues, with the greatest bargains ever offered in New York. These goods are all new and the patterns are exceptionally pretty. It's the best offering of Embroideries we have ever made.

CAMBRIC INSERTION,
Regular value 15c. to 20c. yard, now on sale at

8c., 9c. and 10c. yard.

NAINSOOK EDGES,
Formerly 18c. to 40c. yard, may be purchased at this sale at

12c., 15c. and 20c. yard.

Garden Hose and Equipments.

Twenty-five feet of Garden Hose, fully warranted, with couplings,

1.50

Hose Reels, the best kind, 48c.
Nozzles, 25c.

LAWN MOWERS.

A Twelve-inch Lawn Mower, fully warranted, neatly finished,

1.40

Other sizes at prices in proportion.

HAMMOCKS!

Mexican Grass Hammocks, full size, very strong, 65c. each.

Closing out a few broken lots of Woven Hammocks at prices ranging from 1.25 upward.

Hammock Supplies of every description at the Lowest Prices.

The Best Bicycle Offer in New York!
Two Great Bargains!

The Mentor at $22
The O'Neill at $27

Both of these wheels are guaranteed by us. They are beautifully finished, light running and thoroughly up to date in every part—all sizes of frame, both for ladies and men.

Everything in Sundries at Close to Cost Prices.

Sixth Avenue, 20th to 21st Street.

UNIQUE MIMIC WARSHIP.

Olympia the Second, Built of Sundry Odd Things on Dewey Heights.

Olympia the Second is the name which a number of would-be jack tars in the Borough of the Bronx have bestowed on a mimic warship they have built on Dewey Heights, One Hundred and Fifty-fourth Street and Elton Avenue. The hull of the craft, which is built of square granite blocks taken from a foundation, is about 15 feet long and 6 feet broad, and, considering the material used, is remarkably well modeled.

A glance at the craft is all that is necessary to convince one that the neighborhood has been scoured by the crew for the outfitting of its vessel, and that minor articles, such as stovepipes, clothes lines, clothes poles, baskets, and garden hose, are missing from nearby woodsheds and backyards. The two masts are made of clothes poles, and the crow's nest on the forward one is fashioned out of a grocer's quart measure. Clothes lines answer for rigging, and from the end of the bowsprit flies a union jack, while aft the American flag flies. On the deck are pivot guns of iron pipe, and two revolving turrets, both fashioned from old tin wash boilers. An old piece of a sewing machine does service as an anchor, while sand thrown about the hull answers for water.

The model as it stood yesterday, with its flags flying, attracted much attention, and the work was favorably commented upon by many. The plan was first conceived by Joseph Cohen of 696 Elton Avenue, H. Wenke, Joseph Meyer, and several other boys. Now they have elected officers, and have a crew to handle the rigging and guns.

YOUNG WOMAN STOLE A WATCH.

May Sullivan Took It from a House Where She Had Sought Employment.

May Sullivan, a neatly dressed and comely woman of twenty, was arrested yesterday afternoon by Detectives Becker and Mitchell of the Ralph Avenue Station, Brooklyn, on a charge of grand larceny preferred by J. Reilly of 172 Ralph Avenue. In a newspaper last Sunday Mr. Reilly advertised for a servant girl, and at about 1:30 that afternoon the Sullivan girl appeared in reply to it. She talked with the mistress of the house for a few minutes, when the latter was called to another part of the house, and left the girl in the room alone. When she returned the applicant for the position declined it for some reason, and left. Shortly afterward, a gold watch that had been in the room was missed, and as no one else had been in the room, suspicion fell upon the girl. The police were notified, and at their suggestion a decoy advertisement was inserted in the same newspaper yesterday directing the applicant to call upon Mrs. Bennett, at 752 Hancock Street. Mr. Reilly was there, and so were Detectives Becker and Mitchell. The same girl applied, and she was promptly arrested. She gave her name and her address as 1,864 Dean Street. She admitted the theft, and will be arraigned in court to-day.

The father of the girl is P. J. Sullivan, a keeper in Raymond Street Jail. Miss Sullivan told the police that the watch was at her home, and when they went there they found it. It was surrendered to them by the girl's mother, who told the detectives that her daughter had said that it was a present to her, and that the father had since been wearing it.

HEAT AND HUMIDITY.

A Hot Wave Strikes the City Unexpectedly and Causes Suffering.

Unostentatiously and with little heralding by the Weather Bureau a heat wave came upon the city yesterday and very nearly smashed a few records. The strong point about this particular hot spell was the humidity, which at 8 A. M. was 100 per cent., and which never went lower than 75 per cent. during the day. The sun, which did not have a fair show during the forenoon, owing to lowering clouds, began the day with a temperature of 70 degrees, and improved each shining hour up to 6 o'clock, when the thermometer registered 84 degrees.

This melting combination of heat and humidity did not kill anybody, so far as reported, but it drove the inhabitants from their homes by thousands, especially in the tenement distric

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

COPYRIGHTED. NEW YORK, MONDAY, JULY 17 1899. EIGHT PAGES.

STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week erded July 15...	2,357,338
Same week last year.....	1,395,893
Stocks to date this year....	105,088,151
Corresponding date last year.	55,007,747

Bonds for the week.....	$15,425,600
Same week last year.....	$23,902,260
Bonds to date this year....	$580,249,420
Corresponding date last year.	$432,722,880

Money rate range for week: Collateral loans on call, 3@7; at three months, 3½@4; at six months, 4@4½ per cent. Commercial paper, sixty to ninety days, 3½@4 per cent.

OUR LONDON CABLE.

MONEY MARKET IS FLURRIED

The Transvaal Situation Not the Source of the Pressure, but the Activity of Internal Trade and Past Extravagance—Other Markets Also Tight—A Few Minor Failures Not Unlikely.

Cable Correspondence.
Special Cablegram to THE NEW YORK TIMES

LONDON, July 16.—This has been a week of flurry in the money market. All anticipations of ease have been completely falsified, and discount houses have been badly caught. Instead of the market escaping from the grasp of the Bank of England it continues so dependent that the bank for the last few days has done nearly all the fine discount business, other credit establishments being half paralyzed by fright. No appreciable calming effect has yet been produced by the advance in the rate to 3½ per cent., for the Bank of England is not only discounting at that figure but still lending small amounts at 4½ per cent.

Why has this sudden transformation happened? A variety of causes have been at work. Political fears engendered by the Transvaal dispute induce caution, but that, though it has been blamed, is not the true source of the existing pressure, for such fears usually tend to make money easy. If people are not inclined to use credit, credit cannot become dear, unless holders lock it up, which they have not yet begun to do. Credit is really more in demand and more employed than ever, because internal trade is so active. I say internal, because our foreign trade, although expanding, is not yet so much larger than a year ago as to make appreciable inroads on banking reserves.

It is otherwise with domestic business, thanks to the enormous outlay of the Government on warlike preparations, especially ironclads. All the dockyards are excessively busy, and all armor-plate works, all blast furnaces, and all engine shops accordingly. The result has been an unprecedented demand for currency with which to pay wages, and for banking credit in every branch of business. Nothing proves this better than the fact that sovereigns are still being dispatched to Scotland instead of coming to the bank. More than the amount of the new gold bought by the Bank of England is passing into circulation in this and other directions. The consequence is that the London credit market is unusually pinched for means at the moment when the demand upon it is much in excess of previous experience.

Then, also, we begin to suffer from the effect of the reckless extravagance of the past few years, and several minor and one important credit institution this week have been whispered against, for no discovered reason. Our commitments in support of the German bankers are still enormous, and will Chicago please note that Germany is no nearer quiet times than before. Each Stock Exchange settlement that comes round furthermore reveals greater depths of involvement in unplaced loans, new company capital issues, and general financial and share-rigging commitments. The sight of this condition of affairs induces the more observant bankers to exercise caution and quietly accumulate a little cash against contingencies, thereby increasing the strain on the Bank of England supply.

At all points, therefore, the market is being pulled upon, and I should not be surprised to see the bank rate 4 per cent. next week. The discount houses are quoting 3⅝ to 3¾ per cent. There would be nothing deadly in that were our market alone rather hard up, but it might be productive of considerable mischief from the mere fact that all markets are alike incapable of rendering each other assistance. It is strange that in spite of the enormous production of metal the scramble between the markets for it should threaten to become so intense in the coming Autumn as to upset the coach somewhere.

No failures have been announced, but do not be surprised should some occur. Several small discount firms competed last month for bills to arrive in July, until they drove the rate below 2 per cent., and one house at least contracted to buy Indian Bank bills arriving all through July at 1⅞. Heavy loss is inevitable from this sort of trading. Then, also, more than one bad squall has already happened on the Continent by which our market has been hit. Still, I look only for minor failures, and even these may not immediately happen. The one thing certain is that there is much inflation and rottenness abroad, and no real boom is now possible until we know through failures or otherwise just where we are.

A. J. W.

The Money Market.

The money market was the centre of Wall Street attention during the week just ended. At the beginning, call rates were high and time rates were firm. In the call department 6 per cent. was the general figure, and some loans were made as high as 7 per cent. The operations of New York City, the financing of an industrial corporation and an Eastern traction company, and the withdrawals from the banks to meet July dividend and interest disbursements were the causes which led up to this state of affairs. During the week the two former transactions were completed and disbursement money began to return to New York from all sections. Out-of-town funds were also attracted here by the high rates. Consequently, the tendency of the market was toward easier conditions, and rates declined substantially by the end of the week, call money being loaned on Friday in volume at 4½ and even 4 per cent. There were, in fact, some call loans made at 3 and 3½ per cent., but these represented brokers' balances and were made at times when the general demand had been filled.

In the time department there was a natural hardening of rates in sympathy with the call figures in the early days of the week, long time loans commanding from 4 to 4½ per cent. on Monday and Tuesday. These figures brought out liberal offerings, however, from both local and out-of-town banks and trust companies, and as the week drew to a close an easier tone was evident. The banks kept up their discrimination between railroad and industrial collateral, demanding about one-half of 1 per cent. more for loans secured by trust stocks than for transactions where railroad and mixed collateral was used.

The quiet that prevailed in the commercial paper department was natural, in view of the condition of the time-loan market. The demand dropped off and the supply increased. Banks were not as eager to get paper as heretofore, because of the opportunities afforded to put out money on collateral at profitable rates. It was not hard, however, to find buyers for such choice paper as was offered. Rates were only slightly firmer. Brokers report a better supply of fair names than for some time past and believe that within the next week or two these bills will again meet with a ready market.

Among authorities it is believed that further ease will be shown in all departments of the money market during the coming week. Saturday's statement demonstrated that the banks are rapidly gaining in strength, and the return of money from the interior is expected to be heavy during the next few days. Bankers say that rates are not likely to drop immediately to their old low level, but that the tendency will probably be downward for some time to come.

The Steel Stocks.

There has recently been considerable quiet buying of American Steel and Wire, Federal Steel, Tennessee Coal and Iron, and other steel stocks by people who are in a position to understand the benefits which the companies are receiving from the steady increase in the price of iron. The Tennessee Coal and Iron Company is now said to be selling its products at the highest prices ever known to the company, and the same can be said of all the other properties. It was reported in Street gossip last week that a leading Wall Street house identified with one of the companies received from the management a statement of the business of the company making such phenomenal showing that the statement was returned for verification. When it was sent back with the comment that it was true as stated, the house, according to the story, immediately began to buy the stocks of this company.

Anthracite Dividends.

Some of the larger Wall Street interests are said to be planning a movement in the anthracite coal stocks as soon as money becomes permanently easy and the public's confidence is again restored. Reading first preferred, Jersey Central, and Delaware and Hudson seem to be favorites among a large class of speculators who base their calculations not only on the pending anthracite deal, but also upon present conditions. Delaware and Hudson is said to be doing an excellent business, and there is talk of an increase in the dividend rate. Refunding plans are about completed, and will probably be announced within the next few weeks. Both Jersey Central and Reading first preferred are coming in for dividend talk. Philadelphia interests who have been persistent buyers of the latter for some time past say that the declaration of the initial dividend on the stock is not far off.

Wheat and Iron.

Mr. J. Stephens Jeans, Secretary of the British Iron Trade Association, contributes to The Manufacturers' Record an elaborate article on the situation and the outlook in the iron trade. He attributes the present activity to the opening up of new countries and the demands for railways created thereby in China, Japan, India, Australasia, Canada, Brazil, Peru, Central America, Siberia, and South Africa, the development of the world's commerce causing a demand for greater tonnage and naval defenses, the increase in the United Kingdom alone for the coming year being estimated at more than 2,000,000 tons in merchant vessels and 500,000 tons of displacement in ships of war, while activity is noted in the United States, and in Germany, France, and other Continental countries, and to the general revival of industry and commerce marked by mechanical advances, such as electric lighting plants, electric railways, and industrial equipment of various kinds. Mr. Jeans, while favoring if possible an avoidance of a continuation of high prices for iron, regards the outlook as exceptionally promising the whole world over, and as suggesting the likelihood of a continuance of activity in most branches of the iron trade.

In this activity, acording to his figures, the United States will have the lion's share. Estimating the excess of pig iron produced in 1898 over that produced in the previous year at 2,500,000 tons, he shows that the United States and Germany together contributed 2,472,000 tons of the excess, the output of the United Kingdom being hampered by a prolonged strike, compelling the blowing out of furnaces. He estimates the increase of 1899 over 1898 at 4,500,000 tons, of which more than 2,250,000 tons are to be supplied by the United States.

Outside Securities.

The event of greatest interest in the market for outside securities during the past week was the renewed activity in Amalgamated Copper. Apart from the trading in this stock, which on several days was active to the extent of three or more thousand shares, the market did not show much activity, and there was no indication that the dullness which has prevailed for many weeks past is likely to be soon supplanted by activity. Some observers of the market expected that by the middle of the present month the curb market would again become active, but thus far there is no indication of such a change. This dullness, however, is not accompanied by weakness; on the contrary, prices as a whole, though on a lower level than during the activity of last Spring, are firm and in many prominent issues prices are gradually improving. During the past week substantial gains were made by a number of industrial and other stocks, and most of the net losses for the week were in stocks that are more particularly speculative.

Selling pressure showed in a few stocks, but in general the offerings of stocks were very light, and in most instances the demand was as large as the supply. Traders are not active in the market at present, but the dullness is due rather to the absence of much public interest in the market. Every one seems to be waiting in the belief that soon

Continued on Page 7.

Stock Transactions New York Stock Exchange Week Ended July 15, 1899.

Range for Year 1899. Highest.	Range for Year 1899. Lowest.	Closing Sat. July 15. Bid.	Closing Sat. July 15. Ask'd	Net Ch'ge Past Week.	STOCKS. Sales Week Ended July 15, 2,357,338.	Amount Capital Sto'k Outstanding.	Last Dividend. Date.	Last Dividend. Per Cent.	Week Ended July 15. First.	Week Ended July 15. High.	Week Ended July 15. Low.	Week Ended July 15. Last.	Closing a Year Ago.	Sales W'k End July 15, 1899.
117¾ February 28.	108¾ January 16.	112	114	..	Adams Express	$12,000,000	June 1, '99.	2	113	113¾	112	113¾	101	84
21¾ May 25.	15 June 15.	16	16½	..	American Car & Foundry Company	20,000,000	.....	..	15¾	16¾	15½	16	....	3,837
66 May 25.	56¾ June 16.	60	61	..	American Car & Foundry Company pf.	20,000,000	July 1, '99.	1¾	60	61¼	60	61	....	2,112
89 April 20.	85 July 6.	85⅝	86	— 1¼	American Smelting & Refining Company	27,000,000	.....	..	86⅜	86⅝	85¼	85½	....	3,665
94½ April 20.	80 May 31.	83	83½	— ¾	American Smelting & Refining Company pf.	27,000,000	.....	..	83½	83¾	82¼	83¾	....	3,150
41¼ May 3.	24 May 24.	29	29½	+ ½	American Steel Hoop Company	10,000,000	.....	..	29¾	29¾	29	29½	....	2,252
85½ May 4.	70 May 13.	75	76¼	— 2¾	American Steel Hoop Company preferred	14,000,000	.....	..	79	79¾	75¼	75½	....	2,917
42¼ July 15.	33¾ March 6.	42	42¾	+ 4	American Cotton Oil	20,297,100	Dec. 1, '98.	3	39	42¾	38½	42¾	20½	24,404
96 May 9.	85¾ January 5.	92¾	92¾	..	American Cotton Oil preferred	10,196,600	June 1, '99.	3	92¼	92¾	92¼	92¾	75	969
145 January 9.	138 June 19.	137	140	..	American Express Company	18,000,000	July 1, '99.	3	138¼	139½	138¼	139½	132	270
87½ January 24.	17¾ May 27.	17¾	19	+ ½	American Malting Company	14,500,000	.....	..	18¼	19¼	18¾	18¾	25	210
87½ January 20.	70 July 1.	69	71	— 2	American Malting Company preferred	14,400,000	July 15, '99.	1¾	70	70¾	70	70	77¾	980
15½ March 13.	6 June 30.	6¾	6¾	+ ¼	American Spirits Manufacturing Company	27,986,200	.....	..	6¾	6¾	6¼	6¾	12½	930
72 May 4.	45 February 8.	55¾	55¾	+ ½	American Steel & Wire	41,160,000	.....	..	55¾	56¾	53¾	55¾	41	45,980
106¾ March 13.	92½ February 8.	93	96	— ½	American Steel & Wire preferred	35,180,000	July 15, '99.	1¾	95¾	96	95¼	95¾	90¼	2,000
163 March 20.	123¾ February 4.	155¾	157	— ¼	American Sugar Refining Company	36,968,000	July 3, '99.	5	157	159	154¾	157	133¼	142,755
123 March 20.	110 January 16.	118	119	+ ¼	American Sugar Refining Company pf.	36,968,000	July 3, '99.	1¾	117¼	118¼	117¼	118¼	114	200
105 April 18.	99¼ March 3.	..	..	..	American Telegraph & Cable Company	14,000,000	June 1, '99.	1¼	104	104¼	104	104¼	94½	80
85¾ April 4.	38 May 24.	87¾	88	..	American Tin Plate Company	25,000,000	.....	..	38¾	38¾	36¼	37¾	....	7,120
89¼ February 8.	31 June 1.	34	34⅜	+ 1	American Tin Plate Company preferred	18,000,000	Apl. 20, '99.	1¾	33	37	34¼	34¾	....	1,500
93¾ April 5.	36¼ June 21.	97	97¼	+ ¼	American Tobacco Company	54,500,000	May 1, '99.	2	97	99¾	96¼	97¼	118½	18,710
150 March 6.	132 January 4.	141	147	..	American Tobacco Company preferred	14,000,000	May 1, '99.	2	143¼	143¾	142¾	143¾	127	10
24¾ February 23.	17 May 5.	17¾	18¼	— ¾	Atchison, Topeka & Santa Fe	262,000,000	.....	..	20¼	20¾	19¾	19¾	13¾	22,254
67 February 23.	50¾ January 7.	61¾	61¾	— ¾	Atchison, Topeka & Santa Fe preferred	114,100,800	Jan. 25, '99.	1	61¾	62¾	60¾	61¾	34¼	238,815
70 April 26.	42¾ March 22.	56¾	56¾	— ½	Anaconda Copper Mining Company	30,000,000	May 3, '99.	$1.25	56¼	57½	53¾	55¾	....	60,053
61¼ April 12.	45¾ June 22.	47¾	48	— 1¼	Baltimore & Ohio	35,000,000	.....	..	48¾	48¾	47¾	47¾	....	3,947
79½ January 21.	67¼ June 21.	71¾	72¼	— 1¼	Baltimore & Ohio preferred	35,000,000	.....	..	72¾	73	71¾	71¾	....	13,307

Stock Transactions New York Stock Exchange Week Ended July 15, 1899.--Continued.

Range for Year 1899. Highest.	Range for Year 1899. Lowest.	Closing Sat. July 15. Bid.	Closing Sat. July 15. Ask'd	Net Ch'ge Past Week.	STOCKS.	Amount Capital Sto'k Outstanding.	Last Dividend. Date.	Last Dividend. Per Cent.	Week Ended July 15. First.	High.	Low.	Last.	Closing Year Ago.	Sales W'k End July 15, 1899.
9¼ April 12.	7⅞ June 23.	..	..	— ⅛	Baltimore & Ohio Southwestern pf., t. r.	19,767,300	.....	**	8¼	8½	8⅛	8⅛	...	500
137 April 15.	77¾ January 3.	112⅝	113	— 3½	Brooklyn Rapid Transit	43,000,000	.....	..	115¾	116¾	111	112⅞	54½	210,896
160 March 17.	135 June 5.	140	144	— 2	Brooklyn Union Gas	15,000,000	June 1, '99.	3	142	142	142	142	123½	375
17¼ January 31.	9½ May 9.	15¼	16	+ 1	Brunswick Dock & City Improvement	5,000,000	.....	..	15¼	16⅜	15¼	16	11¼	14,524
78 January 14.	69 May 9.	73	75	..	Buffalo, Rochester & Pittsburg preferred.	6,000,000	Feb. 15, '99.	1	73	73	73	73	...	100
79 January 23.	50⅛ June 2.	54	54½	— ¾	**Canada Southern**	15,000,000	Feb. 1, '99.	1	54⅝	54⅝	54	54	53	1,220
99½ May 31.	64⅝ March 15.	96¾	97⅝	— 1⅛	Canadian Pacific	65,000,000	Apl. 1, '99.	2	97⅝	97⅝	97⅝	97⅝	85¾	400
53¾ May 17.	45⅝ May 9.	61½	62	— ⅝	Central Pacific, assessment paid	65,870,000	Jan. 8, '99.	½	62⅝	63⅜	61⅞	61¾	...	3,500
31¼ February 2.	28⅜ May 31.	27⅞	28	— ⅛	Chesapeake & Ohio	25,033,400	.....	..	25⅝	27⅛	25⅝	25⅝	22⅝	70,940
68⅝ April 29.	50⅝ July 12.	51⅞	52	+ ⅛	Chicago Consolidated Traction	15,000,000	.....	..	50⅝	51⅞	50⅝	51⅞	...	2,500
140¼ February 18.	124¾ January 7.	135¾	136	— ⅞	Chicago, Burlington & Quincy	93,730,200	June 15, '99.	1½	136	137½	134¼	135¾	105¼	91,785
70¼ May 1.	59¾ January 4.	74	75	— ½	Chicago & Eastern Illinois	6,197,800	July 1, '99.	2	74	74	74	74	55½	175
30⅜ January 23.	13 June 1.	14¼	14⅜	— ¼	Chicago Great Western	21,238,000	.....	..	14⅜	14¾	14	14⅜	14⅛	19,022
73¼ February 24.	50¾ January 5.	65¾	65⅞	— ⅛	Chicago Great Western preferred A	11,394,600	Jan. 31, '99.	2	68	68⅞	68	68⅞	33	510
37⅝ March 28.	28 June 22.	30½	32	+ ½	Chicago Great Western preferred B	7,489,100	.....	..	30⅜	32½	30	32⅜	...	925
49⅜ February 15.	33⅝ January 3.	90	90⅜	..	Chicago Great Western debenture	13,470,800	July 15, '99.	2	91¼	91¼	91¼	91¼	71¼	10
12⅝ April 26.	7⅞ January 4.	10½	11	‡ ⅜	Chicago, Indianapolis & Louisville	10,000,000	.....	..	9¾	10¾	9¾	10¼	9½	680
46⅝ March 8.	31 January 4.	43	44	‡ 3⅝	Chicago, Indianapolis & Louisville pf.	5,000,000	Mch. 20, '99.	1	42¾	44	41½	43⅞	30½	1,000
133¾ February 20.	120⅛ January 3.	131¼	131⅝	..	Chicago, Milwaukee & St. Paul	46,924,200	Apl. 20, '99.	2½	131	132⅝	129¾	131⅝	98½	129,312
175¼ July 1.	166¼ January 3.	174	175	— ½	Chicago, Milwaukee & St. Paul preferred	35,595,400	Apl. 20, '99.	3½	175	175	174	174	152	832
160 March 29.	141¾ January 4.	160	161	..	Chicago & Northwestern	39,113,300	July 6, '99.	2½	159¾	161½	159	159¾	126½	3,840
200 June 27.	183 January 19.	193	194	..	Chicago & Northwestern preferred	22,896,800	July 6, '99.	1¾	186½	186¾	186½	186½	172½	29
122¼ January 27.	107⅛ May 13.	117	117¼	— ⅛	Chicago, Rock Island & Pacific	50,000,000	May 1, '99.	1¼	116¼	118¾	115¾	117	95½	53,051
25¼ March 27.	7¾ January 6.	15¼	15⅝	+ ½	Chicago Terminal Transfer	13,000,000	.....	..	15	15⅝	14⅜	15⅛	8¼	5,430
56½ March 27.	36¼ January 3.	48	49	+ 2¼	Chicago Terminal Transfer preferred	17,000,000	.....	..	47	49	45½	49	29	4,650
63⅝ April 10.	43⅝ January 4.	57⅜	58	— ¼	Cleveland, Cin., Chi. & St. Louis	25,000,000	Aug., '93.	1½	58¼	59	57	57⅜	40¾	8,168
102⅞ January 26.	94 May 10.	96	100	..	Cleveland, Cin., Chi. & St. Louis preferred.	10,000,000	Apl. 20, '99.	1¾	98½	99	98½	99	87	315
5⅝ April 21.	1½ January 17.	1⅞	2¼	— ⅜	Colorado Coal & Iron Development	5,500,000	.....	..	1⅞	1⅞	1⅞	1⅞	...	100
55 April 21.	30¼ February 8.	45⅞	46	+ ⅛	Colorado Fuel & Iron	9,250,000	.....	..	45½	46⅝	44	45⅞	14⅜	7,390
22¼ January 9.	15⅝ July 14.	..	..	..	Colorado Midland preferred	4,854,800	.....	..	15½	15⅝	15½	15½	20	202
4⅞ January 3.	4⅛ July 12.	4⅝	5	— ⅛	Colorado Southern	8,500,000	.....	..	..	..	..	4⅝	...	5,610
58⅝ March 17.	41⅜ June 16.	43	44½	— ¾	Colorado & Southern first preferred	8,500,000	.....	..	43½	44½	43	44⅜	...	1,430
26 March 22.	16 June 2.	16½	17½	..	Colorado & Southern second preferred	8,500,000	.....	..	16⅝	17	16⅜	17	...	360
18 April 19.	6½ February 5.	13¾	15¼	+ 1⅝	Columbus & Hocking Coal & Iron	4,700,000	.....	..	13¾	15½	13	14⅞	...	1,805
66⅝ April 17.	38 June 21.	39¾	39⅝	+ 1⅜	Continental Tobacco Company	44,645,700	.....	..	40¼	40⅞	39	39½	...	26,035
96¾ March 15.	78 June 20.	79	79⅞	— 1	Continental Tobacco Company preferred	43,845,400	.....	..	80	80¾	78½	79	70	1,510
228¼ March 11.	163 June 6.	181¼	184	— 2⅞	**Consolidated Gas**	39,078,000	June 15, '99.	1½	183	183	180	181¼	195	2,100
50¼ January 31.	40⅜ May 31.	41½	43½	+ ⅞	Consolidated Ice	6,500,000	May 17, '99.	1	42⅜	43½	42⅜	43½	37½	630
97 March 18.	87 July 5.	90	92	+ 2	Consolidated Ice preferred	8,500,000	July 15, '99.	1½	89½	90	89½	90	90	200
125¾ April 20.	106¼ January 3.	122¼	122⅝	— ⅞	**Delaware & Hudson**	35,000,000	June 15, '99.	1¼	122⅜	124½	121½	122½	103½	6,075
179 April 4.	157 January 7.	168	170	— 1¾	Delaware, Lackawanna & Western	26,200,000	Apl. 20, '99.	1¾	168¼	169	168¾	168½	156¼	1,400
25⅜ April 27.	18¾ January 7.	21¼	21⅜	— ⅛	Denver & Rio Grande	38,000,000	.....	..	21⅛	21⅜	20¾	21⅜	...	8,755
80 April 27.	68¼ January 11	75⅜	75¾	— 2⅜	Denver & Rio Grande preferred	23,600,000	July 17, '99.	2	75¾	76¼	74⅜	75¾	40	4,826
23¼ January 3.	15¼ June 1.	20¾	21	— ½	Des Moines & Fort Dodge	4,385,100	.....	..	21½	21½	20¾	21⅛	16¼	1,100
14 April 22.	7⅞ January 4.	8½	11	..	Duluth, South Shore & Atlantic preferred.	10,000,000	.....	..	9	9	9	9	...	100
16¼ January 19.	12¼ June 23.	13½	14	..	**Erie**	112,232,700	.....	..	13¼	13¾	13¼	13⅜	13⅝	60
42 January 24.	33⅛ June 21.	36	37¼	— 1¼	Erie first preferred	42,850,000	.....	..	36½	37⅛	36¼	36⅝	34½	1,310
99 July 5.	*92¾ January 14.	97	100	— 1⅝	Erie Telegraph & Telephone	5,000,000	May 15, '99.	1	97	97⅝	97	97¾	...	400
41¼ June 9.	36 March 28.	39	39½	— 1	Evansville & Terre Haute	4,000,000	Aug., '98.	7½	39	39	39	39	26	382
75 April 3.	46⅝ February 8.	59	59¾	+ ¾	**Federal Steel Company**	46,484,300	.....	..	58	61	57¼	59¼	...	42,598
93½ April 3.	72⅝ May 13.	80⅝	81⅝	+ ½	Federal Steel Company preferred	53,261,100	Apl. 5, '99.	1½	81	81⅝	80	81½	...	9,542
65 May 19.	43½ January 3.	57	60	..	Flint & Pere Marquette preferred	6,500,000	Feb. 15, '99.	1	57	57	57	57	...	200
122 April 17.	95¼ January 3	118½	119	+ ¾	**General Electric Company**	18,276,000	July 15, '99.	1¼	118½	120¼	118	118¾	...	5,965
76¾ March 20.	63⅛ April 7.	68¾	68¾	+ ½	Glucose Sugar Refining Company	24,027,300	June 1, '99.	1½	67¼	68⅛	66¼	68¼	...	1,710
110 January 12.	106⅜ May 31.	107	107½	..	Glucose Sugar Refining Company preferred.	12,619,300	June 1, '99.	1½	107½	107½	107½	107½	...	805
195 March 13.	142¾ January 6.	168¼	170	— 2⅜	Great Northern preferred	89,389,000	May 1, '99.	1¾	171	171	168¾	168¼	127	2,370
117½ July 13.	97 January 3.	116⅜	118	+ 1	**H. B. Claflin Company**	3,829,100	July 15, '99.	2	114	117½	114	117	88	1,250
29 April 27.	22 July 12.	21½	23	..	Hocking Valley	6,000,000	.....	..	22	22	22	22	...	200
60½ April 27.	54½ May 13.	57	58	+ ¾	Hocking Valley preferred	10,000,000	.....	..	58	58	57	58	...	899
74½ June 30.	60½ February 10.	73	77	..	Homestake Mining	12,500,000	June 26, '99.	50c	75	75	75	75	...	10
122 January 23.	110 June 1.	115	115½	— 1	**Illinois Central**	52,500,000	Mch. 1, '99.	2½	116	116¾	114½	115¼	109	3,945
*108 July 13.	*99¾ June 12.	100	..	..	Illinois Central leased line	10,000,000	July, '99.	2	103	103	101½	101½	...	56
68½ January 23.	35 May 13.	42	42½	— 1½	International Paper Company	17,442,900	July 1, '99.	1	43¼	43¼	40½	42⅜	...	5,881
95 January 5.	70 June 19.	78½	79½	+ ¼	International Paper Company preferred	22,539,100	July 1, '99.	1½	79½	79½	78	79½	...	1,233
15¼ April 28.	10¾ March 7.	12	12¾	+ ⅛	Iowa Central	8,400,000	.....	..	12⅛	12⅜	12	12⅛	9¼	700
51½ February 15.	42⅛ May 31.	48¾	50	— ¼	Iowa Central preferred	5,671,600	Mch. 1, '99.	1½	49	49	49	49	32½	725
18 January 6.	7 March 15.	7¼	8	..	**Kansas City, Pittsburg & Gulf**	23,000,000	.....	..	8	8	7½	7½	17	2,260
63½ February 23.	45 April 7.	48	53¼	..	Knickerbocker Ice Company (Chicago)	4,000,000	July 1, '99.	1½	51½	51½	50½	50½	...	200
57½ January 9.	51 March 4.	54	55	..	**Laclede Gas**	7,500,000	Mch. 15, '99.	1½	54½	54½	54½	54½	50½	300
22¼ January 27.	14⅜ June 9.	18½	19⅛	+ 1⅛	Lake Erie & Western	11,840,000	.....	..	18¼	20	18¼	19	14⅜	3,600
78 July 12.	60 January 15.	75	76	+ 2½	Lake Erie & Western preferred	11,840,000	Nov. 1, '98.	1¼	73	78	73	76	69¼	7,455
85 April 4.	56¼ January 5.	70	74	..	Long Island	12,000,000	Nov. 2, '96.	1	70	70	69¾	69½	50	62
72¾ July 7.	63 March 6.	71⅞	72	+ ⅛	Louisville & Nashville	52,800,000	Feb. 10, '99.	1½	71⅝	72¾	70⅝	72	52¾	36,315
133⅝ April 3.	97 January 4.	119¼	119⅝	..	**Manhattan Consolidated**	48,000,000	July 1, '99.	1	118½	120	115¾	119¼	105¼	154,665
269 March 28.	187¾ January 11.	222¼	222½	— 1½	Metropolitan Street Railway	40,000,000	July 15, '99.	1¾	219⅝	225⅞	218¾	222½	153	19,287
17½ April 27.	6 January 7.	14⅞	15	+ ⅛	Mexican Central	36,000,000	.....	..	14½	15⅞	14⅛	14⅞	...	20,068
4⅞ April 26.	1 January 6.	3⅝	3⅞	+ ¼	Mexican National certificates	33,350,000	.....	..	3⅝	3⅞	3⅝	3½	...	495
116 January 24.	112 January 13.	..	..	..	Michigan Central	18,738,000	Jan. 28, '99.	2	111	111	111	111	105	15
16 May 5.	14 April 25.	15	15⅝	..	Metropolitan West Side El. of Chicago	7,500,000	.....	..	15½	15½	15¼	15½	...	110
58 June 6.	44½ May 5.	56	57	..	Metropolitan West Side El. of Chicago pf.	9,000,000	.....	..	56	56	56	56	...	12
62½ April 28.	35¼ January 6.	54½	55	..	Minneapolis & St. Louis	6,000,000	.....	..	54½	55½	54	55	28¾	1,000
90½ May 5.	73⅞ January 10.	90	91	..	Minneapolis & St. Louis second preferred	4,000,000	July 15, '99.	2½	90¾	91	90	90	88	1,230
37½ May 18.	8⅝ January 24.	25	27	— 1¾	Minneapolis, St. Paul & Sault Ste. Marie	14,000,000	.....	..	25⅜	26⅝	25	25	...	560
72 May 18.	39 February 10.	65	68	+ ⅞	Minneapolis, St. Paul & Sault Ste. Marie pf.	7,000,000	.....	..	67¾	67¾	67⅞	67¾	...	300
14⅞ January 30.	11⅜ May 10.	12	13	— ⅛	Missouri, Kansas & Texas	52,450,000	.....	..	12	12	12	12	11½	600
42½ April 3.	30½ May 31.	34⅜	35	— ⅛	Missouri, Kansas & Texas preferred	13,000,000	.....	..	33⅞	35½	33⅞	34⅝	34	5,770
53½ April 4.	39⅜ June 1.	48	48¼	+ 2½	Missouri Pacific	47,507,000	July 1, '93.	1	45⅝	49⅛	44⅝	48	34⅞	148,090
49¾ April 17.	32 January 3.	42½	44	+ 4	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	40½	45	40	44	26	3,200
62 January 21.	41⅝ May 16.	45¾	46	+ 1	**National Biscuit Company**	29,000,000	.....	..	45⅞	46	45¼	46	...	970
107½ January 18.	97½ July 7.	98½	102½	+ 2½	National Biscuit Company preferred	23,000,000	Mch. 31, '99.	1¾	98⅝	100	98⅝	100	...	220
40½ January 18.	26 June 1.	28¾	30	+ ¾	National Lead Company	14,945,400	Mch. 31, '99.	1½	30	30¾	29¾	29½	33¼	530
115 January 21.	110¼ June 14.	112	112¼	+ ½	National Lead Company preferred	14,904,000	June 15, '99.	1¾	112	112½	112	112½	107½	490
8¼ January 7.	2 July 13.	2	4	..	National Linseed Oil certificates	.....	.....	..	3	3	2	2	...	825
63 April 24.	43⅜ June 2.	51	51½	+ ⅞	National Steel Company	32,000,000	.....	..	50⅝	52	50	51	...	8,440
95 March 28.	85 May 15.	90¾	91¼	+ ½	National Steel Company preferred	32,000,000	June 30, '99.	1¾	91	91¼	90¾	90¾	...	3,625
122⅜ April 22.	97 January 3.	116	116¾	+ 1	New Jersey Central	26,239,000	May 1, '99.	1½	117	118	116	118	88¼	2,96
218½ July 14.	112 January 3.	216	218	+29	New York Air Brake	5,000,000	1896.	6	184¾	218½	184¾	217	45½	5,583
144¾ March 29.	121⅜ January 3.	138⅜	139	+ ⅛	New York Central	100,000,000	July 15, '99.	1	138	140¼	136⅜	138⅞	117⅛	37,535
19¾ January 23.	12 June 29.	13½	15	— ½	New York, Chicago & St. Louis	14,000,000	.....	..	13½	13¾	13¼	13¾	15	100
41 January 23.	29½ May 4.	31	33½	— 2	New York, Chicago & St. Louis 2d pf.	11,000,000	.....	..	32½	32½	32½	32½	37¼	100
28⅞ March 27.	18⅝ January 3.	28	26¼	— ⅝	New York, Ontario & Western	58,113,900	.....	..	26⅝	26⅞	25⅞	26¼	14⅝	14,671
22¾ April 27.	17⅜ March 17.	21	21¼	..	Norfolk & Western	66,000,000	.....	..	20⅝	21¼	20¼	21	14	9,475
71½ July 5.	61⅜ January 6.	70⅜	71	— ¼	Norfolk & Western preferred	23,000,000	Feb. 24, '99.	2	70½	71¼	69⅝	70½	51	9,354
12½ April 19.	9⅝ January 6.	11	11¼	— ½	North American	39,776,300	.....	..	11¼	11¾	10⅜	11	6¼	1,520
55½ February 16.	42⅜ January 7.	50⅞	51	+ ¾	Northern Pacific	80,000,000	Feb. 3, '99.	1	49⅝	51⅝	48⅞	50⅜	28¾	84,025
81½ February 23.	73 June 1.	77⅜	77⅝	+ ⅜	Northern Pacific preferred	75,000,000	June 5, '99.	1	77¼	78¼	76¼	77½	69½	9,314
52 January 23.	33 June 2.	41	46	+ ⅜	**Oregon Railroad & Navigation**	24,000,000	July 2, '98.	1	40	40½	40	40½	...	500
77 July 6.	68¾ June 16.	76½	77½	..	Oregon Railroad & Navigation preferred	11,000,000	July 1, '99.	2	76	77	75	77	71	1,330
51 January 26.	38 May 11.	38	40	..	**Pacific Coast**	6,809,600	Apl. 17, '99.	1	37½	40	37½	39½	34¾	144
67¾ February 21.	58½ July 5.	56	60	..	Pacific Coast second preferred	3,914,400	Apl. 17, '99.	2	55	55	55	55	...	66
55 January 30.	43¼ January 4.	47	47¾	— ½	Pacific Mail	20,000,000	June 1, '99.	1½	47¼	48¾	47	47½	28¾	5,600
142 January 23.	122⅜ January 5.	135¾	136	— ½	Pennsylvania Railroad	129,305,250	May 31, '99.	1½	135⅝	137¼	134	135¾	116¾	56,052
129½ April 3.	101 May 13.	117⅝	117½	— 2⅝	People's Gas, Chicago	28,668,800	May 25, '99.	1½	117	118¾	116¾	117½	97¾	42,760
3½ April 27.	1 January 10.	2¾	2¾	— ⅜	Peoria, Decatur & Evansville	8,400,000	.....	..	2¾	2⅞	2½	2⅝	1¼	200
102 March 23.	88½ July 15.	..	..	..	Philadelphia Company	7,500,000	July 15, '99.	1¼	99	99	88½	88½	...	800
58 January 23.	43 May 11.	54	55½	+ ⅛	Pittsburg, Cin. Chi. & St. Louis	24,387,100	.....	..	54	55¼	52½	54	43¾	1,700
93 January 23.	80 February 10.	86	88	..	Pittsburg, Cin. Chi. & St. Louis preferred.	22,640,200	Mch. 20, '99.	1½	87	87	85	85	...	5,545
59½ April 13.	44¾ June 1.	49	51½	..	Pressed Steel Car Company	12,500,000	.....	..	51⅝	51⅝	51⅝	51⅝	...	50
90 April 13.	78 May 25.	82	83	..	Pressed Steel Car Company preferred	12,500,000	July 10, '99.	1¾	82½	82½	82½	82½	...	400
13 May 1.	7 May 18.	9	10	..	Pittsburg & Western preferred	5,000,000	.....	..	8	9¾	8	9¾	...	1,050
164⅞ January 4.	156 January 21.	160	161	..	Pullman Palace Car Company	54,000,000	May 15, '99.	1½	160	161	159⅞	160	206½	1,290
14 April 13.	8 June 7.	10	11	..	**Quicksilver** preferred	4,291,300	May 15, '99.	½	11¾	11¾	10	10	...	410
25 January 24.	19⅜ May 13.	20¾	21	— ⅝	**Reading**	69,900,000	.....	..	20⅝	21	20¾	21	16⅞	920
68½ April 4.	51⅜ January 7.	60½	60¾	— ¾	Reading first preferred	28,000,000	.....	..	61	61⅞	59¼	60½	39	17,885
38¾ March 22.	26½ January 7.	34	34½	+ ⅛	Reading second preferred	42,000,000	.....	..	34⅛	34⅜	33⅜	34½	19½	2,770
80 June 8.	66 January 3.	79	80	..	Rio Grande Western preferred	6,500,000	May 1, '99.	1¼	79	79¾	79	79¾	67½	250
55 January 7.	38½ May 24.	43	46	+ 3	**St. Joseph & Grand Island** 1st preferred	5,491,000	Jan. 3, '99.	2	47	47	46	46	60	200
17¼ January 9.	9 June 1.	12½	14	..	St. Joseph & Grand Island 2d preferred	3,500,000	.....	..	12½	12½	12½	12½	21	100
14⅞ February 1.	8⅜ January 6.	10	10¼	— ½	St. Louis & San Francisco	26,443,980	.....	..	10½	10½	10¼	10½	7½	410
75½ January 26.	64 May 13.	70	71	..	St. Louis & San Francisco first preferred	5,000,000	July 6, '99.	2	71½	71½	70½	70½	61¼	520
44⅞ January 31.	33¼ January 3.	37	38	+ ¼	St. Louis & San Francisco second preferred	14,335,700	Mch. 3, '99.	1	37½	37⅞	37	37⅜	28½	1,425
15 April 28.	6¾ January 4.	14½	14½	+ ⅛	St. Louis Southwestern	16,500,000	.....	..	13⅞	13¾	13¼	14¼	5	5,545
35⅜ July 14.	17 January 3.	35⅛	35¼	+ ⅜	St. Louis Southwestern preferred	20,000,000	.....	..	33⅜	35⅜	33½	35	11½	30,085
58 July 1.	36 January 5.	53½	55¼	+ 1⅝	St. Paul & Duluth	4,660,200	July 5, '87.	3	53¼	53¾	53¼	53¼	...	100
109⅝ June 27.	91 February 8.	107	109	+ 2	St. Paul & Omaha	21,403,200	Feb. 20, '99.	3½	106	108	106	108	81¾	1,250
44 January 31.	27 May 9.	31¾	31¾	— ⅝	Southern Pacific	126,727,900	.....	..	32¾	32¾	31½	31⅝	20	13,135
14 January 16.	10¼ January 5.	11½	11⅝	— ⅛	Southern Railway	119,000,000	.....	..	11⅝	11⅝	11½	11½	8½	2,100
45 April 22.	40⅞ January 24.	51½	51⅝	— ⅜	Southern Railway preferred	60,000,000	Jan. 20, '99.	1	51⅞	52½	50⅜	51⅝	30¼	15,453
62½ January 10.	57½ June 28.	60	61	..	Standard Distilling & Distributing Co. pf.	8,000,000	July 10, '99.	1¾	61	61	61	61	...	100
12 January 10.	7 June 1.	7¾	8	..	Standard Rope & Twine	12,000,000	.....	..	7¾	7¾	7¾	7¾	6	910
71¼ July 12.	36 January 9.	69	69½	— ½	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	69	71¼	67½	69	24⅝	47,263
25⅞ March 1.	17¼ January 5.	22⅝	23	+ 1⅝	Texas Pacific	38,706,700	.....	..	20¾	23½	20⅝	22¾	12½	43,680
192 February 27.	166½ January 25.	187	190	+ 3	Third Avenue	12,000,000	May 31, '99.	1¾	187	192	187	190	174	300
73 April 17.	38 January 3.	67½	68½	— ½	Twin City Rapid Transit	15,010,400	.....	..	67½	69¼	67½	67½	...	1,100
141 February 24.	117½ January 6.	..	..	..	Twin City Rapid Transit preferred	2,692,200	July 1, '99.	1¾	139	139	139	139	...	10
50⅜ February 21.	38⅛ June 20.	43½	43⅝	— ¼	**Union Pacific**	87,514,800	.....	..	43½	44⅝	42	43½	23½	33,425
84½ January 23.	72 June 1.	76¾	76⅞	— ¼	Union Pacific preferred	75,000,000	Apl. 19, '99.	1½	77	78¾	75½	76⅝	60	30,994
45 March 28.	24 June 1.	25¼	27½	..	Union Bag & Paper Company	16,000,000	.....	..	26	26½	25½	26	...	1,700
89 March 29.	76 May 31.	76	78	+ ⅜	Union Bag & Paper Company preferred	11,000,000	July 1, '99.	1¾	78¼	78¾	78¼	78¾	...	115
60 January 11.	48 May 31.	47	50	..	United States Express	10,000,000	May 15, '99.	1½	49⅝	49⅝	49⅝	49⅝	42	20
8 January 23.	5⅝ June 21.	5⅞	6	— ½	United States Leather	61,509,900	.....	..	6	6	5¾	5¾	7¼	700
78 April 4.	68 June 1.	71	71½	— ½	United States Leather preferred	60,909,900	July 1, '99.	1¼	71¼	71¾	70	71	69¼	3,700
57 April 5.	42⅝ January 5.	49⅜	50	— 2⅜	United States Rubber	23,666,000	Feb. 15, '97.	2	53½	53¾	48¾	49⅜	28½	10,015
121 July 8.	111 January 3.	115½	118	— ½	United States Rubber preferred	23,525,500	Apl. 20, '99.	2	118	118	118	118	80½	250
8⅞ January 24.	7¼ June 19.	7⅜	8	..	**Wabash**	28,000,000	.....	..	7⅜	8	7⅜	8	7⅜	375
25½ April 5.	19 May 24.	23¼	23¾	+ ½	Wabash preferred	24,000,000	.....	..	22½	23⅝	21½	23¼	18¾	23,685
*135 June 30.	*125 February 10.	125	131	..	Wells-Fargo Express	8,000,000	July 15, '99.	3	130	130	130	130	...	20
98¼ January 24.	87¼ June 1.	90	91	— ¾	Western Union Telegraph	97,370,000	July 15, '99.	1¼	90¾	91	89¾	90⅝	92¼	1,750
11¼ May 9.	8¼ June 1.	8⅜	9	..	Wheeling & Lake Erie	15,000,000	.....	..	9	9	8⅞	9	...	600
32¾ May 13.	21½ June 23.	24¼	25	..	Wheeling & Lake Erie second preferred	7,000,000	.....	..	24⅞	24⅞	24⅞	24⅞	...	116
16⅜ June 13.	13½ May 24.	15	15½	— ½	Wisconsin Central, when issued	.....	.....	..	15½	15⅝	15¼	15½

Bond Transactions New York Stock Exchange Week Ending July 15, 1899.

BONDS.

Sales Week Ended July 15. $15,425,600

Week Ending July 15.

	First	High.	Low.	Last.	Sales.
Adams Express 4s	107	107	106½	107	27
American Dock & Improvement 5s	116¾	116¼	116¼	116¼	5
American Tobacco scrip	102	102¼	102	102¼	*16
Ann Arbor 4s	96¼	96¾	96¼	96⅞	46
Atchison, Colorado & Pacific 1st 6s, tr. r	63	63	63	63	3
Atchison, Topeka & Santa Fé gen. 4s	102½	102⅝	102	102	339
Atchison, T. & S. F. adjustment 4s	85	85½	84½	84⅝	687
Austin & Northwestern 1st 5s	97¾	98	97½	98	37
Baltimore & Ohio 3½s	97¼	97¼	96¼	97	410
Balt. & Ohio Southwestern Div. 3½s	94¾	94¾	94½	94½	170
Baltimore & Ohio 4s	101⅝	101½	101	101¼	3231½
Brooklyn Rapid Transit 5s	115	115¼	115	115½	40
Brooklyn, Queens County & Suburban 5s	107½	107½	107	107¼	44
Brooklyn Union Elevated 1st 5s	104	104¼	104	104	66
Brooklyn Union Gas 5s	118	118	118	118	3
Brooklyn Wharf & Warehouse 5s	90	90	90	90	6
Burlington, Cedar Rapids & Northern 1st 5s	108	108	108	108	2
Bur., Cedar Rapids & Northern col. tr. 5s	116	116	116	116	10
Cahuba Coal 1st 6s	103	103	103	103	11
Canada Southern 1st 5s	108½	108¼	108	108¼	18
Canada Southern 2d 5s	111	111	111	111	5
Central of Georgia consol. 5s	96½	97½	96½	97½	547
Central of Georgia 1st pref. income	40	41¾	40	40½	34
Central of Georgia 2d pref. income	12	13	12	13	14
Central of New Jersey general 5s	120½	121	120½	121	20
Central of New Jersey general 5s, reg	119	119½	118	119½	2
Central Pacific 1st, when issued	101⅜	101⅝	101	101	84
Central Pacific 3½s, when issued	87⅞	87¾	87¼	87¼	45
Chesapeake & Ohio 4½s	97	97½	97	97¼	215
Chesapeake & Ohio consolidated 5s	104¾	104¾	104¾	104¾	9
Chicago, Burlington & Northern 5s	119¼	119¾	119	119⅜	19
Chicago, Burlington & Quincy debenture 5s	106½	106½	106¼	106¼	5
Chicago, Burlington & Quincy, Neb. ext. 4s	112½	112¾	112½	112½	5
Chi., Bur. & Quincy consol. 7s	114¼	113¾	113	113¾	17
Chicago & Eastern Illinois general 5s	114¼	114¾	113¾	113⅞	29
Chicago & Erie 1st 5s	114	115	114	115	13
Chi., Mil. & St. P., Chi., Pac. & West. 5s	116	116	116	116	12
Chi., Mil. & St. Paul, Chi. & Mo. River 5s	122	122¼	122	122⅛	15
Chicago & Northwestern consol. 7s	123	123	123	123	5
Chicago & Northwestern debenture 5s, 1909	144¾	145⅞	144¾	145⅞	16
Chicago, Rock Island & Pacific general 4s	109	110	109	110	9
Chi., St. Paul, Minn. & Omaha consol. 6s	108	108¼	108	108	243
Chicago Terminal Transfer 4s	137½	137½	137¼	137½	5
Chicago & Western Indiana general 6s	100	100¼	100	100¼	28
Cleve., Cin., Chi. & St. Louis general 4s	120¼	120½	120¼	120½	1
Cleve., Cin., Chi. & St. L., St. Louis Div. 4s	95½	95¼	94¼	95¼	66
Cleveland, Lorain & Wheeling 1st 5s	102½	102½	102½	102½	5
Colorado Fuel & Iron 5s	108	108	108	108	8
Colorado Midland 1st 4s	89¼	89¾	89¼	89½	51
Colorado Midland 2-4s	72	72	72	72	1
Colorado Midland 2-4s	63	64	62	63½	98
Colorado Southern 4s	89¾	89¾	89¾	89⅝	127
Columbus & Ninth Avenue 5s	126	126	126	126	1
Denver & Rio Grande 4½s	100¾	100¾	100½	100½	31
Denver & Rio Grande Imp. 5s	106	106	106	106	6
Denver & Rio Grande consol. 4s	100½	100½	100¼	100½	18
Detroit City Gas 5s	97¾	98	97¾	98	96
Detroit & Mackinac 4s	68	69	68	69	8
Detroit, Mackinac & Marquette l. g. 3½s	18⅞	18⅞	18¾	18⅞	22
Duluth & Iron Range 1st 5s	110	110	110	110	10
Duluth, South Shore & Atlantic 6s	113	114½	113	114½	53
East. Tenn., Va. & Ga. consol. 5s	118	120	118	119	27
East. Tenn., Va. & Ga. divisional 5s	116	116	116	116	14
Elmira, Cortland & Northern 5s	101	101	100⅝	100⅝	13
Elgin, Joliet & Eastern 5s	100	100	100	100	2
Erie 3d ext. 4½s	116¼	116¼	116½	116½	1
Erie prior lien 4s	92¾	92⅞	92½	92½	80
Erie general lien 4s	72¼	72⅜	72½	72⅝	62
Erie 1st consol. 7s	144½	144½	144½	144½	19
Evansville & Terre Haute gen. 6s	103	103	103	103	8
Flint & Pere Marquette 6s	122	122	122	122	5
Flint & Pere Marquette 6s	106	106	105¾	105¾	5
Fort Worth & Denver City 1st 6-8s	80¾	81	79½	79½	82
Fort Worth & Rio Grande 1st 2-4s	64½	64½	64½	64½	3
Gal., Har. & San. An., Mex. & Pac. 5s	104	104	104	104	20
Galveston, Houston & Henderson 5s	105½	105½	105	105	20
General Electric debenture 5s	119	119	119	119	1
Gila Valley, Globe & Northern 1st 5s	105½	105⅛	105	105⅛	20
Hocking Valley 4½s	103⅜	102¾	101½	102	26
Houston, East & West Texas 1st 6s	103	104	103	104	20
Houston & Texas gen. 4s	89½	89½	89¼	89⅝	47
Illinois Central, St. Louis Div. 3½s	103¼	103¼	103¼	103¼	5
Illinois Central, St. Louis Div. 3s	91¼	91¼	91¼	91¼	26
Illinois Central, Louisville Div. 3½s	103¼	103¼	103	103¼	34
International & Great Northern 1st 6s	124	124	124	124	1
International & Great Northern 2d 5s	92¾	93	92¾	93	25
International & Great Northern 3d 4s	64½	64½	64	64	8½
Iowa Central 1st 5s	113	113¼	113	113	10
Kansas City, Pitts. & Gulf 1st 5s	60	60¾	60	60¾	50
Knickerbocker Ice Co. of Chicago 1st 6s	98	98	98	98	3
Lake Erie & Western 1st 5s	119½	119½	119½	119½	5
Lehigh Valley of New York 4½s	100½	100½	100½	100½	52
Lehigh & Wilkesbarre consol. 7s	100½	100½	100½	100½	1
Lexington & Pavonia Ferry 5s	125½	125½	125½	125½	5
Long Island Ferry 4½s	101	101	101	101	5
Long Island consol. 5s	124½	124½	124½	124½	5
Long Island general 4s	100	100	100	100	5
Louis., Ev. & St. Louis con. 5s, tr. rects	56	56	56	56	8
Louisville & Nashville unified gold 4s	98⅝	100¼	98⅝	100¼	29
Louisville & Nashville coll. trust 4s	100	100¼	99⅝	100	40
Louis. & Nash., N. O. & Mobile 1st 6s	131⅜	131⅜	131⅛	131⅜	3
Louis. & Nash., N. O. & Mobile 2d 6s	121⅛	121⅞	121⅛	121½	1
Louis. & Nash., Fl. & Shef. 5s	110	110	110	110	4
Louis. & Nash., Ev., Hend. & Nash. 1st 6s	113	113	113	113	1
Louis. & Nash., St. Louis Div. 2d 3s	67¾	67¾	67¾	67¾	6
Louisville & Nashville gold 5s	109	109	109	109	10
Louisville & Nashville general 6s	118¼	118¼	118¼	118¼	2
Metropolitan Elevated 1st 6s	118½	119	118¼	119	51
Metropolitan Elevated 2d 6s	101¾	101¾	101¾	101¾	2
Metropolitan Street Railway 5s	123¾	124	123¾	124	64
Mexican Central 2d income	12⅝	13¼	12½	12⅝	816
Mexican International consol. 4s	86	86¾	86	86¾	88
Met. West Side Elevated, Chicago, 4s	96¾	96¾	96¼	96¼	29
Milwaukee & Northern 1st consol. 6s, 1913	125	125	125	125	3
Minn. & St. Louis, 1st Iowa extension 7s	121	121	121	121	1
Minneapolis & St. Louis consol. 5s	115¼	115¼	115¼	115¼	2
Minneapolis & St. Louis 1st and ref. 4s	90	90	90½	90½	3
Missouri, Kansas & Texas extended 5s	89	89	88½	88½	27
Missouri, Kansas & Texas of Texas 5s	88	91	88	90¾	106
Missouri, Kansas & Texas 1st 4s	90¼	90¾	89	89¾	77
Missouri, Kansas & Texas 2d 4s	67½	68¼	67	67¼	62
Missouri Pacific collateral 5s	96	96	96	96	272
Missouri Pacific consol. 6s	119¼	119½	119	119¼	105
Missouri Pacific trust 5s	98	100¼	98	100⅛	864
Mobile & Ohio general 4s	86	87¼	86	87	100
Morgan, Louisiana & Texas 7s	138	138	138	138	1
National Starch Mfg. 6s	101¼	101¼	101¼	101¼	6
New York Central, Lake Shore coll. 3½s	102¼	102¼	101¾	101¾	229
New York Central, Mich. Central 3½s	101¼	101¼	101¼	101¼	2
New York Central 1st 7s, coupon	118	118	118	118	5
New York, Chicago & St. Louis 4s	107¼	107¼	107¼	107½	85
New York & Harlem 1st 7s, coupon	104	104	104	104	3
N. Y., N. H. & H. con. deb. 4s	187½	187½	187½	187½	3
New York & Northern 1st 5s	123	123	123	123	3
New York, Ontario & Western refdg. 4s	105¼	105¾	105¼	105⅝	14
New York, Sus. & Western gen. 5s	101	102	101	102	65
New York, Sus. & Western, refund. 5s	110	110	110	110	11
Norfolk & Western consol. 4s	95	95¼	94¾	95¼	110
Northern Pacific general lien 3s	67¾	68	67¾	67¾	124
Northern Pacific prior lien 4s	103¾	103¾	103¾	103¾	225
Northern Pacific prior lien 4s, registered	102	102	102	102	1
Oregon Railroad & Navigation 1st 6s	112	113	113	113	3
Oregon Railroad & Navigation 4s	102¼	102¼	102	102¼	69
Oregon Short Line consolidated 5s	113¾	113¾	113¾	113¾	3
Oregon Short Line 6s	132¼	133¼	132¼	133¼	3
Oregon Short Line Income A	95	95	95	95	10
Oregon Short Line Income B	73	73	73	73	6
Pacific Coast 1st 5s	105¼	105¼	105¼	105½	3
Pacific of Missouri 1st 4s	100	100	100	100	3
Pacific of Missouri 2d ext. 5s	111¼	111¼	111¼	111¼	23
Peoria & Eastern 1st 4s	85¼	85	85	85	21
Pittsburg & Western 4s, trust receipts	99	99¾	99	99¼	31
Pitts., Cin., Chi. & St. L. 4½s, Series B	118	118	118	118	4
Reading general 4s	89	89	88	89¼	209½
Reading general 4s, registered	89	89¼	89¼	89¼	1
Rio Grande Western 4s	100	100	99¾	99¾	12
Rome, Watertown & Ogdensburg consol. 5s	120	120	120	120	1
St. Joseph & Grand Island 1st 5-6s	73¼	73¼	73¼	73¼	1
St. Louis & Iron Mountain 2d ext. 5s	105¾	105¾	105¾	105¾	1
St. Louis & Iron Mountain 4s	87½	87½	86¾	87½	1,482
St. Louis & Iron Mountain gen. 5s	112¾	113	112¾	113	73
St. Louis & San Francisco general 6s	124	124¼	123½	124¼	27

BONDS.

Week Ending July 15.

	First.	High.	Low.	Last.	Sales.
St. Louis & San Francisco consol. 4s	87	87	87	87	8
St. Louis & San Francisco general 5s	108½	109⅛	108½	109	24
St. Louis & San Francisco 2d 6s, Class C	114	114	114	114	10
St. Louis Southwestern 1st 5s	96¼	96⅝	95½	95⅝	377
St. Louis Southwestern 2d income	61⅜	64½	61½	64¼	1,515
St. Paul & Duluth consol. 4s	100⅝	101	100⅜	101	22
St. Paul, Minn. & Man., East. Minn. 6s	111½	111½	111½	111½	1
St. Paul, Minn., & Man., Montana ext. 4s	106	106	106	106	1
St. Paul, Minn. & Man. consol. 6s	143½	143½	143	143	12
St. Paul, Minn. & Man. consol. 4½s	117	117	117	117	29
San Antonio & Aransas Pass 4s	80	80	80	80	2
Scioto Valley & New England 4s	100¼	100¼	100	100	13
Southern Pacific of California 6s	108	108	108	108	10
Southern Pacific of California 6s, stamped	107½	109	107½	108⅞	289
Southern Pacific collat. tr. 4s, when issued	84½	85	84½	84⅞	40
Southern Pacific of Arizona 1st 6s	112¼	112¾	112¼	112¾	44
South Carolina & Georgia 1st 5s	100	100	100	100	1
Southern Railway 5s	103½	109¾	108⅞	109⅝	89
Standard Rope & Twine 6s	85⅞	86	85⅞	86	7
Standard Rope & Twine income	25	25	25	25	16
Tenn. Coal & Iron 1st, De Bard. 6s	106⅞	107½	106¾	107½	53
Tenn. Coal & Iron 1st, Birm. Div. 6s	106	106	106	106	10
Texas Pacific 1st 5s	114½	116⅞	114½	116⅞	114
Texas Pacific 2d inc. 5s, tr. rects	53½	56¾	55⅛	56½	106
Texas & New Orleans consol. 5s	104	104½	104	104½	64
Toledo & Ohio Central 1st 5s	105½	105½	105½	105½	4
Toledo, Peoria & Western 4s	81	82	80	80	7
Toledo, St. Louis & Kansas City 1st 6s, tr. r.	117	117	117	117	7
Toronto, Hamilton & Buffalo 1st 5s	99	99	99	99	5
Ulster & Delaware 1st 5s	103	103¾	103	103½	9
Union Pacific new 4s	105½	106	105⅝	105⅞	2724
Union Pacific new 4s, registered	106	106	106	106	3
Virginia Midland general 5s	115½	115½	115½	115½	6
Wabash 1st 5s	116¾	116¾	116¾	116⅞	6
Wabash 1st, Detroit & Chicago ext. 1st 5s	109	109	109	109	12
Wabash 2d 5s	102½	102¾	101½	102½	23
Wabash debenture, Series B	36¼	37	35	36⅜	658
West Shore guaranteed 4s	114¾	115	114¾	115	26
West Short gtd. 4s, registered	113¾	114	113¾	114	1
Western New York & Penn. gen. 5-4s	70	70	70	70	1
Western New York & Pennsylvania 1st 5s	114½	114½	114¼	114½	2
Western Union coll. trust 5s	115½	115½	115	115	19
Western North Carolina 1st 6s	117¼	117¼	117¼	117¼	1
Wilkesbarre & Easton 1st 5s	106	106¾	106	106¾	7
Wisconsin Central 1st, trust receipts	76½	76½	76¼	76¼	20
Wisconsin Central 1st 4s, when issued	95	95	94½	94⅞	226
Total sales					$15,234,600

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ended July 15, 1899.

United States 2s, registered	101½	101½	101½	101½	1
United States 5s, coupon	112⅝	112⅝	112⅝	112⅝	20
United State 4s, 1925, registered	130¼	130¼	130¼	130¼	20
United States 4s, 1907, registered	112⅝	112⅝	112¼	112¾	52
United States 5s, coupon	109¼	109¼	109	109	54
United States 5s, registered	108½	108½	108½	108½	20
Total sales					$167,000

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ended July 15, 1899.

Tennessee settlement 3s	97¼	97¼	97	97	17
Virginia funded debt 2-3s of 1991	85⅛	86⅛	85⅛	86⅛	7
Total sales					$24,000
Grand total					$15,425,600

*In $100.

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1899.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	101½	July 7	99	Feb. 3	101½	July 15
United States 4s, 1907, registered	114	June 20	111	Mar. 2	112¾	July 10
United States 4s, 1907, coupon	114½	June 28	112½	Jan. 3	113⅝	July 5
United States 4s, 1925, registered	130¾	May 24	128	Feb. 14	130¼	July 10
United States 4s, 1925, coupon	131	June 2	128	Feb. 10	130	July 8
United States 5s, registered	113½	Apr. 8	111¾	Feb. 6	112⅝	May 24
United States 5s, 1904, coupon	113½	Apr. 3	111¾	Mar. 8	112⅝	July 6
United States 3s, 10-20, 1918, coupon	109½	May 31	106¾	Feb. 23	109	July 15
United States 3s, 10-20, 1918, small	109½	July 11	106½	Jan. 5	109¼	July 11
United States 3s, 10-20, 1918, reg	109¾	June 5	106½	Jan. 4	108½	July 15

Last sales in 1898 of Government bonds not yet dealt in on the Stock Exchange this year:

U. S. Currency 6s, 1899 ..... 102½ Oct. 17 | District of Columbia 3-65s ..... 118 Nov. 28

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1899.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	113	June 1	110	Feb. 27	112⅜	June 5
Louisiana consolidated 4s	110	Apr. 24	108¾	Jan. 30	110	Apr. 28
Louisiana consol. 4s, small	109½	Feb. 27	109½	Feb. 27	109½	Feb. 27
North Carolina consol. 4s	99	June 30	96¼	Jan. 13	97	July 12
Tennessee 3s	99	June 30	96¼	Jan. 13	99	June 30
Tennessee settlement 3s, small	95	Jan. 20	95	Jan. 20	95	Feb. 27
Virginia deferred 6s, trust receipts	9	Mar. 15	6	Mar. 4	8	June 1
Virginia funded debt 2-3s, 1991	87	Jan. 27	82½	Jan. 3	86½	July 14

Last sales in 1898 of State bonds not yet dealt in on the Stock Exchange this year:

Alabama, Class A, small ..... 105 Aug. 10 | Alabama, Class C ..... 104 Nov. 29
Alabama, Class B ..... 108 Sept. 28 | North Carolina 6s, 1918 ..... 128 Feb. 23

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ended Friday last, as compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended July 14, 1899 ..... $10,618,882
Week ended July 15, 1898 9,022,275
From Jan. 1, 1899 234,713,469
From Jan. 1, 1898 220,551,643

Exports of General Merchandise.

Week ended July 11, 1899 ..... $9,554,744
Week ended July 12, 1898 9,228,722
From Jan. 1, 1899 243,435,798
From Jan. 1, 1898 204,115,523

Imports of Gold.

Week ended July 14, 1899 ..... $100,531
Week ended July 15, 1898 10,483
From Jan. 1, 1899 7,054,406
From Jan. 1, 1898 65,905,853

Exports of Gold.

Week ended July 7, 1899 ..... $6,733
From Jan. 1, 1899 25,277,004
From Jan. 1, 1898 4,624,659

Net Exports of Gold.

From Jan. 1, 1899 ..... $17,322,598

Net Imports of Gold.

Week ended July 14, 1899 ..... $93,743
Week ended July 15, 1898 10,483
From Jan. 1, 1899 64,535,198

Imports of Silver.

Week ended July 14, 1899 ..... $80,615
Week ended July 15, 1898 20,779
From Jan. 1, 1899 2,037,100
From Jan. 1, 1898 1,364,627

Exports of Silver.

Week ended July 14, 1899 ..... $309,137
Week ended July 15, 1898 932,662
From Jan. 1, 1899 26,459,149
From Jan. 1, 1898 23,654,137

Net Exports of Silver.

Week ended July 14, 1899 ..... $228,514
Week ended July 15, 1898 911,883
From Jan. 1, 1899 24,422,049
From Jan. 1, 1898 22,289,510

Total Imports of Specie.

Week ended July 14, 1899 ..... $181,146
Week ended July 15, 1898 31,262
From Jan. 1, 1899 9,091,506
From Jan. 1, 1898 67,270,480

Total Exports of Specie.

Week ended July 14, 1899 ..... $965,915
Week ended July 15, 1898 902,062
From Jan. 1, 1899 ..... $1,685,153
From Jan. 1, 1898 25,188,826

Total Net Exports of Specie.

Week ended July 14, 1899 ..... $784,771
Week ended July 15, 1898 870,740
From Jan. 1, 1899 41,723,648

Total Net Imports of Specie.

From Jan. 1, 1898 42,135,474

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. The figures are received weekly by cable by The Commercial and Financial Chronicle:

BANK OF ENGLAND.

	Gold.	Silver.
July 13, 1899	£22,220,068	.....
July 14, 1898	26,346,627	.....

BANK OF FRANCE.

July 13, 1899	76,227,401	448,208,151
July 14, 1898	74,884,885	49,458,971

BANK OF GERMANY.

July 13, 1899	28,462,000	28,641,000
July 14, 1898	26,706,000	13,758,000

RUSSIA.

July 13, 1899	95,650,000	5,431,000
July 14, 1898	11,250,000	4,413,000

AUSTRIA-HUNGARY.

July 13, 1899	36,214,000	13,734,000
July 14, 1898	34,883,000	13,627,000

SPAIN.

July 13, 1899	12,060,000	13,460,000
July 14, 1898	10,086,000	4,777,000

ITALY.

July 13, 1899	15,107,000	3,003,000
July 14, 1898	14,941,000	1,923,000

NETHERLANDS.

July 13, 1899	3,160,000	5,134,000
July 14, 1898	3,311,000	4,941,000

BELGIUM.

July 13, 1899	2,880,000	1,440,000
July 14, 1898	2,880,000	1,441,000
Total for the week	£201,122,487	£566,146,151
Total preceding week	201,060,304	565,888,651
Corresponding date last yr.	215,486,313	62,998,271

Complete Bond Quotation List, New York Stock Exchange, Week Ending July 15, 1899.

	Range for Year 1899. Highest.		Lowest.		Last Sale.		Bid.	Ask'd.
Alabama Midland 1st gtd. g., 1928	102½	Jun 15	96	Feb 15	101	June 19	..	..
Ann Arbor 1st g. 4s, 1995	99⅜	Jul 10	87¾	May 10	99⅜	July 13	96	97
Atch., Top. & S. F. gen. g. 4s, 1995	108¾	May 31	99¾	Apr 7	102	July 15	102	102¼
Do., registered	102¼	Jan 23	100	Jan 20	101	Mar 20	..	..
Do., adjustment g. 4s, 1995	85¼	Jul 8	78	Jan 6	84½	July 15	84½	84¾
Do., do., registered	83½	Feb 4	83	Feb 20	83	Feb 20	..	..
Atl. Ay. of Brooklyn imp. g. 5s, 1934	110	Jan 20	106	Jan 9	110	Jan 20	..	..
Atlantic & Danville 1st g. 5s, 1950	102	May 19	100½	Jan 19	102	June 5	99½	100½
Baltimore & Ohio—								
Balt. & Ohio prior lien g. 3½s, 1925	100¾	May 26	96¼	Jul 11	97	July 15	96¾	97¼
Do. mtg. gold 4s, 1948	102¼	May 25	100¼	May 12	101¼	July 15	101¼	101½
Balt. Belt 1st g. 5s, int. gtd., 1990	106½	Mar 8	106½	Mar 8	106½	Mar 8	..	..
West Va. & Pitts. 1st g. 5s, 1990	..	....	..	....	105½	Oct., 98	..	..
Monongа. River 1st gtd. g. 5s, 1919	..	....	..	....	104¼	July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	112	Feb 15	108½	Jan 11	111	June 5	..	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	115	Jan 19	115	Jan 19	115	Jan 19	..	..
Col. & Cin. Mid. 1st ext. 4½s, 1939	85	Jan 19	85	Jan 19	85	Jan 19	..	..
Pitts. & Connellsv. 1st g. 4s, 1946	..	....	..	....	107¼	Jul 28,98	..	..
B. & O. SW. RR. 1st gtd. g. 4½s, 1990	111	Feb 3	107¾	Jan 12	108	Mar 13	..	..
Do., 1st consolidated g. 4½s, 1936	94	Jan 23	93¾	Jan 23	94	Jan 23	..	..
Do., do., trust receipts	94	Jan 27	94	Jan 27	94	Jan 27	..	..
Do., 1st inc. g. 5s, Series A, 2043	32½	Jan 11	32	Jan 11	32½	Jan 11	..	..
Do., do., Series B, 2043	15¼	Jan 26	10¾	Jan 16	12	Feb 23	..	..
Do., do., trust certificates	11¼	Feb 10	11½	Feb 10	11¼	Feb 10	..	..
Ohio & Mississippi 2d con. 7s, 1911	130¼	Jan 30	123	Apr 11	128½	May 22	..	..
Do., do., trust certificates	128¾	May 24	126	Mar 15	128	June 3	..	..
Do., 1st Springfield Div. 7s, 1905	106	Jan 30	103	Mar 17	104½	May 19	..	..
Do., do., trust certificates	102	Apr 28	102½	Feb 25	105	June 5	..	..
Do., 1st con. 4s, 1947	112	Jan 30	108¼	Jan 6	112	Jan 30	..	..
Do., 1st gen. 5s, 1932	89	Feb 4	89	Feb 4	89	Feb 4	..	..
Brooklyn Rapid Transit g. 5s, 1945	115½	Jul 14	102½	May 13	115½	July 14	115	116
Brooklyn City 1st consol. 5s, 1941	117½	Apr 5	117½	Apr 5	117½	Apr 5	114½	..
Bkyn. Q. Co. & S. 1st con. gtd. g. 5s, 1941	108¼	Apr 20	105¾	Jan 4	107¼	July 15	106¾	107
Brooklyn Union El. 1st g. 4-5s, 1950	104½	Jul 8	103¼	Jun 29	104	July 14	103¾	104¼
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sep., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	111	Feb 20	107½	Jan 7	110¾	June 27	108¾	..
Roch. & Pitts. 1st g. 6s, 1921	129	Jun 28	127¾	Mar 15	129	June 28	..	..
Do., con. 1st g. 6s, 1922	130½	Jul 6	129	May 15	130½	July 6	..	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	103	Ap 14, 97	130	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., 96	..	..
Buff., St. Mary's & Southwest. 5s, 1927	105	Feb 17	101½	Feb 8	105	May 12	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109½	May 15	106	Jun 10	108	July 12	108	..
Do., con. 1st and col. tr. g. 5s, 1934	117¼	May 19	111	Jan 7	116	July 11	115½	117
Do., do., registered	110½	Feb 4	110½	Feb 4	110½	Feb 4	..	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Fe 14, 97	..	..
C. R., I. Falls & N. W. 1st g. 6s, 1921	105	Jan 6	105	Jan 6	105	Jan 6	..	..
Canada South. 1st, int. gtd. 5s, 1908	111¼	Jun 12	108	Jul 5	108¼	July 15	108¼	108½
Do., 2d 5s, 1913	112	Feb 24	109	Mar 6	111	July 11	111	..
Do., do., registered	..	....	..	....	106	Ja 30, 97	..	..
Central Br. Union Pac. 1st g. 4s, 1948	93⅜	Jan 31	91	Mar 28	91½	May 12	88	89½
Cen. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	98	Apr 26	95	Jan 18	98	Apr 26	98	100
Cent. of Ga. RR. 1st g. 5s, 1945	120	Jun 29	116½	Mar 28	120	June 29	..	..
Do., con. g. 5s, 1945	100¼	Apr 29	91⅞	Jan 31	97¼	July 15	..	..
Do., 1st pf. inc. g. 5s, 1945	44¼	Feb 23	38	Feb 9	43½	July 13	40	41
Do., 2d pf. inc. g. 5s, 1945	15	Feb 20	11	Apr 10	13	July 14	..	..
Do., 3d pf. inc. g. 5s, 1945	7¼	Feb 27	6	May 31	6	June 16	6	6¾
Do., Macon & Nor. Div. 1st g. 5s, 1946	..	....	..	....	95	De 23, 98	..	..
Do., Middle Ga. & Atl. 5s, 1947	102	Jun 29	102	Jun 29	102	June 29	..	..
Do., Mobile Div. 1st g. 5s, 1946	..	....	..	....	99	Jul 6, 98	..	..
Cent. of N. J. 1st conv. 7s, 1902	112	Jan 11	106½	May 3	110	June 6	110	..
Do., conv. deb. 6s, 1908	112½	Mar 20	112½	Mar 20	112½	Mar 20	..	..
Do., gen. g. 5s, 1987	122½	Jun 24	113¼	Jan 4	121	July 15	121	121½
Do., reg. registered	121	May 14	112¼	Jun 7	119½	July 14	..	..
Lehigh & Wilkes. Coal con. as. 7s, 1900	102½	Apr 1	99¾	Jan 7	100½	July 13	..	..
Do., 5s, 1912	100	May 6	87¾	Jan 11	100	May 6	..	..
Am. Dock & Imp. Co. 5s, 1921	116¼	Jul 11	114	Apr 27	116¼	July 11	115	..
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 13, 97	..	..
Cen. Pac. ext. g. 5s, Ser. A, B, C, D, 1898	..	....	..	....	103	Fe 24, 98	..	..
Do., ext. g. 5s, Series E, 1898	..	....	..	....	102	Fe 21, 98	..	..
Do., ext. g. 5s, 1899, Speyer certs.	109	Jun	8	103¼	Mar 20	108¼	June 29	..	..
Do., ext. g. 5s, 1901, Speyer certs.	107½	Feb 24	103	Mar 20	103½	Mar 23	..	..
Do., Speyer & Co. cts. dep. E, 1900	..	....	..	....	103	Oct 20,98	..	..
Do., San Joaquin Br. g. 6s, 1900	108¼	Mar 11	105¼	Feb 23	108¼	Mar 29	..	..
Do., do., Speyer certificates	113¼	Jun 15	112⅜	Jun 19	112⅜	June 19	..	..
Do., gtd. g. 5s, 1939, Speyer certs.	125⅜	May 27	112¼	Feb 16	125¼	June 7	..	..
Do., land grant g. 5s, 1900	110½	Mar 14	107	Apr 10	107	Apr 10	..	..
Do., do., Speyer certificates	112	Apr 19	112	Apr 19	112	Apr 19	..	..
Do., C. & O. Div. ext. g. 5s, 1918	122¼	May 27	120¼	May 19	122¼	May 27	..	..
Do., do., Speyer certificates	121⅝	Jun 19	121⅛	Jun 19	121¼	June 28	..	..
Western Pacific g. 6s, 1899	105	Mar 10	103	Jan 19	104½	Apr 5	..	..
Do., do., Speyer certificates	109½	Jun	2	105½	Apr 15	108⅞	July 7	..	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Au 6, 97	..	..
Do., gtd. g. 5s, 1938	..	....	..	....	105½	De 19, 98	..	..
Ches. & Ohio g. 6s, Series A, 1908	119½	Jun 14	117	Apr 14	119½	June 14	117	..
Do., g. 6s, 1911	121¼	Feb 21	118¼	Mar 2	120	June 28	118	..
Do., 1st con. g. 5s, 1939	121	Apr 25	117¼	Jan 3	119⅝	July 15	119⅝	120
Do., do., registered	118½	Mar 15	117	Jun 2	117	June 2	..	..
Do., gen. g. 4½s, 1992	97½	Jul 12	90¾	Jan 4	97¼	July 15	97⅛	97¼
Do., do., registered	92¾	Jan 18	92¾	Jan 18	92¾	Jan 18	..	..
Do., R. & A. Div. 1st con. g. 4s, 1989	108	Jun 27	105	Jan 5	104¾	July 14	104¾	..
Do., do., 2d con. g. 4s, 1989	100	Jun 19	100	Jun 19	100	June 19	99	..
Do., Craig Valley 1st g. 5s, 1940	..	....	..	....	95½	My 27,98	..	..
Warm Springs Valley 5s, 1941	101¼	Apr 20	101	Apr 28	101¼	Apr 29	100	102
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104	Feb	7	101⅜	Apr 7	103	July 6	..	..
Chi. & Alton sink. fd. g. 6s, 1903	110¾	Apr 19	108	May 5	109	June 12	108¼	..
Louisiana & Mo. River 1st 7s, 1900	107½	Jan 6	104	Feb 1	104	Feb 1	106	..
Do., 2d 7s, 1900	106¾	Feb 24	106¾	Feb 24	106¾	Feb 24	105	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., 95	..	..
Chi., Bur. & Quincy con. 7s, 1903	117¾	Jun 20	113⅞	Jul 8	113⅞	July 12	113¾	114
Do., sinking fund 5s, 1901	105	Mar 16	104⅜	Feb 15	105	Mar 16	103¾	..
Do., debenture 5s, 1913	113	Apr 24	109¼	May 10	112¼	July 15	..	..
Do., reverted 5s, 1913	111½	Feb 18	125½	Jun 6	137⅞	..	..	148
Do., Iowa sinking fund 5s, 1919	116⅜	Jun 12	115⅝	May 4	116⅜	June 12	117¾	..
Do., do., do., 4s, 1919	106½	Jun 26	105	Feb 27	106¼	June 26	106¾	..
Do., Denver Div. 4s, 1922	105	May 26	101¼	Jan 26	105	June 28	104	..
Do., 4s, 1921	103	Feb	3	100	Apr 11	100	Apr 11	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., 96	..	..
Do., Nebraska extension 4s, 1927	113¾	Jul 11	105¾	Jan 3	113¾	July 12	..	..
Do., do., registered	111⅜	Jun 2	111⅜	Jun 2	111⅜	June 2	..	..
Hannibal & St. Joseph con. 6s, 1911	124	Jul 6	120	Mar 13	123	July 6	123	..
Chi., Bur. & Northern 1st 5s, 1926	108	Mar 24	105¾	Apr 27	106½	July 13	..	..
Chi. & East. Ill. 1st sk. fd. cur. 6s, 1907	116½	Apr 3	114	Jul 5	114	July 5	114½	..
Do., 1st con. g. 6s, 1934	138	Jun 30	134	Jan 23	138	June 30	137	..
Do., gen. con. 1st 5s, 1937	117¼	Jun 13	109½	Jan 16	115	July 11	..	..
Do., do., registered	..	....	..	....	103¾	No 18, 98	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	107	Feb 23	107	Feb 23	107	Feb 23	106½	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	118¼	Jun 9	114½	Jan 17	118½	June 9	..	..
Chi., Ind. & Louisv. refdg. g. 6s, 1947	108½	May 17	92	Jan 10	107½	June 19	..	..
Do., refunding g. 6s, 1947	119½	Jun 9	104	Jan 4	113	July 7	..	..
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R. D., 1902	171½	Jun 9	160⅜	Jan 7	170	July 6	..	..
Do., 1st Iowa & D. 7s, 1899	168¼	Apr 10	163¼	Feb 16	168¼	Apr 10	..	..
Do., 1st C. & M. 7s, 1903	168¾	Apr 12	160½	Jan 10	168½	May 20	..	..
Chi., Mil. & St. Paul con. 7s, 1905	171½	Jun 9	160	Jan 3	171	June 9	..	..
Do., 1st I. & D. ext. 7s, 1908	171	Jun 17	161	Jan 3	170	July 6	..	..
Do., 1st Southwest. Div. 6s, 1909	122¼	Jun	8	112½	May 13	121⅝	July 5	119½	..
Do., 1st LaC. & Dav. 5s, 1919	..	....	..	....	115½	No 30, 98	119¾	..
Do., 1st So. Minn. Div. 6s, 1910	123¼	May 12	118¼	Jan 11	123¼	June 1	120½	..
Do., 1st H. & D. Div. 7s, 1910	132¾	May 25	129	Jan 19	132¼	May 25	129½	131
Do., do., 5s, 1910	..	....	..	....	100½	Dec 7, 98	112	113¾
Do., Chi. & Pac. Div. 6s, 1910	123	May 2	121½	Feb 24	123	May 2	121¼	..
Do., 1st C. & Pac. W. g. 5s, 1921	124	May 26	118¾	Jan 3	122¾	July 14	121½	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	125¾	Jun 16	118½	Jan 19	123	July 10	122½	..
Do., Mineral Point Div. 5s, 1910	112¼	Apr 18	110	Mar 14	112½	Apr 18	112	..
Do., C. & Lake Sup. Div. g. 5s, 1921	122¼	Jun	1	122½	Jun	1	122½	June 1	120⅝	..
Do., Wis. & Min. Div. g. 5s, 1921	123	Jun 19	119	Apr	8	123	June 19	121	..
Do., terminal g. 5s, 1914	118¾	May 18	115	Feb	6	118¼	May 18	115½	..
Do., Far. & So. assu. g. 6s, 1924	..	....	..	....	127¼	Ja 27, 98	135	138
Do., con. sinking fund 5s, 1916	..	....	..	....	106½	Jul 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	118¼	May 12	112½	Feb	9	115½	May 12	116	..
Do., gen. g. 4s, Series A, 1989	114⅞	May	4	108⅝	Jan 11	114⅝	June 26	111½	..
Do., do., registered	..	....	..	....	105½	Fe 19, 98	..	..
Mil. & North. 1st, main line 6s, 1910	121	Jun 10	121	Jun 10	121	July 1	121	..
Do., 1st con. 6s, 1913	126	Jan 30	125	Jul 10	125	July 10	124	..
Chicago & Northwestern con. 7s, 1915	145⅜	Jul 11	142¾	May 4	145⅜	July 11	..	..
Do., gold 7s, 1902	115	May 24	111¼	Jun 3	112¾	July 7	112½	..
Do., do., registered	114	Apr 14	113	Jan 13	114	Apr 14	..	..
Do., sinking fund 6s, 1879-1929	122½	Mar 13	116	Jan 6	122½	Mar 13	..	118
Do., do., registered	116	Jun 14	116	Jun 14	116	June 14	..	..
Do., sinking fund 5s, 1879-1929	110½	Mar 10	106½	Apr 12	107	June 19	107½	..
Do., do., registered	109	Feb	3	105¾	Mar 28	105¾	Mar 28	..	..
Do., sinking fund deb. 5s, 1933	123	Jan 30	121½	May 4	122¾	June 30	122½	..
Do., registered	..	....	..	....	119¼	De 27, 98	..	..
Do., debenture 5s, 1909	111½	Mar 28	108	May 12	110	July 10	109	..
Do., do., registered	..	....	..	....	100¾	Mr 10, 98	..	..
Do., debenture 5s, 1921	118	Feb	9	117¼	May 22	118	June 17	..	..
Do., do., registered	..	....	..	....	117¾	Feb 7, 98	..	..
Do., extension 4s, 1886-1926	100	Feb	1	106	Apr	7	100	May 9	..	..
Do., registered	106¾	Feb 20	106¾	Feb 20	106¾	Feb 20	..	..
Do., gen. 3½s, 1987	110¼	Jun 24	102¼	Jan	3	110¼	July 5	..	110½
Do., do., registered	..	....	..	....	103	No 19, 98	..	..
Escanaba & Lake Sup. 1st 6s, 1901	..	....	..	....	107¾	My 26,98	104¼	..
Chicago & Milwaukee 1st 7s, 1898	..	....	..	....	104¾	Ap 12, 98	..	..
Winona & St. Peters 2d 7s, 1907	121	Jun 19	124	Jun 19	124	June 19	123	..
Milwaukee & Madison 1st 6s, 1905	117½	Feb	6	117½	Feb	6	117½	Feb 6	113½	..
Ottumwa, C. F & St. P. 1st 5s, 1909	111	Jan	3	111	Jan	3	111	Jan 5	113	..
Northern Illinois 1st 5s, 1910	113	Apr 24	113	Apr 24	113	Apr 24	113	..
Iowa Midland 8s, 1900	..	....	..	....	108	Oct 21,98	..	..
Mil., L. S. & West. 1st g. 6s, 1921	143	Jul	7	139¼	May 3	143	July 7	141	143
Do., conv. deb. g. 5s, 1907	..	....	..	....	102¾	Fe 24, 97	..	..
Do., ext. and imp. sk. fd. g. 5s, 1929	125¼	May 23	117⅝	Feb	7	125¼	June 29	125½	126
Do., Michigan Div. 1st g. 6s, 1924	..	....	..	....	138	De 18, 98	143⅜	145⅜
Do., Ashland Div. 1st g. 6s, 1925	146	Jul	6	140	Mar	6	146	July 6	145	..
Do., incomes, 1911	114½	Jun 17	114¼	Jun 17	114¼	June 17	..	..
Chicago, Rock Island & Pacific 6s, 1917	136¾	Jun 27	131½	Jan 10	134	July 7	132½	..
Do., do., registered	134½	May 19	132	Jun	6	133⅝	June 13	131	..
Do., gen. g. 4s, 1988	110¾	May 17	104¾	Jan	4	108	July 15	107⅞	108
Do., do., registered	107¾	Apr	6	102¾	Mar	27	107¾	Apr 6	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	98¼	Apr 27	98	Jan	9	98½	May 1	98	..
Do., 1st 2½s, 1905	85	Feb	4	83	May	9	85	June 14	..	..
Do., extension 4s, 1905	98½	May 18	98¼	May 18	98½	May 18	..	..
Keokuk & Des Moines 1st 5s, 1923	114	Apr 25	109½	Jan 12	114	June 27	..	114

	Range for Year 1899. Highest.		Lowest.		Last Sale.		Bid.	Ask'd.
Do., do., small	..	....	..	....	100	Ap 15, 97	..	..
Chi., St. P., Min. & Om. con. 6s, 1930	141	May 11	136	Jan 9	137½	July 12	..	..
Chi., St. P. & M. 1st g. 6s, 1918	138	Mar 27	134½	May 8	134½	June 21	..	..
St. P. & Sioux City 1st g. 6s, 1919	134	Jan 12	131	Apr 18	132¾	July 7	133	..
Northern Wisconsin 1st 6s, 1930	140	Mar 23	140	Mar 23	140	Mar 23	..	..
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919	..	....	..	....	106	Jul 22,97	104½	..
Do., gen. g. 6s, 1932	123	May 4	120¼	Jul 11	120½	July 11	120	..
Chicago Term. & Trans. 4s, 1947	102⅝	Jun 5	93¼	Jan 3	100¼	July 14	96¼	..
Chi. & W. Mich. Ry 5s, 1921, coupon off	99½	Jun 28	99¾	Jun 28	99½	June 28	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	..	....	..	....	119	Oct 26,97	119	..
Do., 2d g. 4½s, 1937	..	....	..	....	103½	Mr 13, 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	113	May 5	112	Feb 9	113	May 5	114	..
City & Sub. Ry Balt. 1st g. 5s, 1922	..	....	..	....	105¾	Apr., 95	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	91	Mar 30	70¼	Jan 25	91	June 9	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	98	Jan 26	87¾	Jan 12	95¼	July 14	93	97
Do., Cairo Div. 1st g. 4s, 1939	97	Jun 20	95¾	May 27	97	June 20	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	103⅜	Feb	3	99¾	Jan	7	102½	July 12	102	..
Do., do., registered	99	May	4	99	May	4	99	May 4	..	..
Spring. & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	..	....	..	....	87	Au 31, 98	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	97	Apr 22	95	Feb 21	96¼	Apr 24	..	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	104	Jan 27	102	Jan 3	103½	Mar 30	104	..
Do., con. 6s, 1920	..	....	..	....	100	Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	118¼	May 31	118¼	May 31	118¼	June 14	116½	..
Ind., Bloom. & West. 1st pf. 7s, 1900	103½	Apr 29	103½	Apr 29	103½	Apr 29	..	..
Peoria & Eastern 1st con. 4s, 1940	88½	Jan 28	82¾	Apr 7	86	July 12	85	88
Do., income 4s, 1990	33	Jan 10	22	Jan 3	30	June 30	29	30
C., C., C. & Ind. 1st sk. fd. 7s, 1899	102½	Jan 3	102	Jan 26	102½	Feb 10	..	..
Do., con. g. 7s, 1914	138½	Jul 6	135¼	May 11	138½	July 6	135½	..
Do., gen. con. g. 6s, 1934	137½	Jan 23	134½	Jul 6	134½	July 6	..	..
Cin. & Spfd. 1st M. C. C. C. & I. 7s, 1901	108½	Feb 10	108½	Feb 10	108½	Feb 10	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	108	Jul	11	108	Jul	11	108	July 11	..	..
Clev. & Mahoning Val. g. 5s, 1938	134¼	Jun 16	128	Feb 15	134¼	June 16	130	..
Colorado Midland Ry 1st 2-3-4s, 1947	69	Jan 12	62	Jul 11	63½	July 14	63	64
Do., 1st gold 4s, 1947	76	Jan 12	70¼	Mar 18	72	July 14	72	73
Colorado & Southern 1st g. 4s, 1929	90	Jun 13	85¼	May 13	89¾	July 15	89¼	89½
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	126½	Jun 15	126½	Jun 15	126½	June 15	125	..
Syra., Bing. & N. Y. 7s, 1906	124½	Jun	7	124½	Jun	7	124½	June 7	..	..
Morris & Essex 1st 7s, 1914	144	Jan 28	142	May 4	142	June 17	..	..
Do., 7s, 1900	..	....	..	....	109	De 23, 97	..	..
Do., 7s, 1871-1901	111	Mar 14	108½	May 3	108½	June 28	..	..
Do., 1st con. gtd. 7s, 1915	145½	May 1	143	Jan 20	143	June 6	..	..
Do., registered	..	....	..	....	140	Oct 28,98	..	..
N. Y., Lack. & West. 1st 6s, 1921	142¼	May 18	133	Feb 9	142	June 27	..	..
Do., construction 5s, 1923	118½	Apr 5	117	Feb 8	118½	Apr 5	..	..
Do., term and improvement 4s, 1923	108½	Jun 20	108½	Jun 20	108½	June 20	..	..
Warren 2d 7s, 1900	..	....	..	....	108	Aug 1,98	..	..
Del. & Hud. 1st Penn. Div. 7s, 1917	..	....	..	....	146	Sep 13,98	142	..
Do., do., registered	..	....	..	....	143	May 4,97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	120½	Apr 21	120½	Apr 21	120½	Apr 21	124½	..
Do., registered	..	....	..	....	122	June 6	..	..
Do., g. 6s, 1906	117¾	Feb 21	115	May 2	116	June 9	116	..
Do., do., registered	117½	Jan 26	114½	Apr 17	116½	June 16	..	..
Ren. & Saratoga 1st 7s, 1921	153	Mar 20	150½	May 31	150½	May 31	153½	..
Do., do., registered	..	....	..	....	145	Ja 6, 98	..	..
Den. & Rio Grande 1st con. g. 4s, 1936	104	May 31	100	Feb 27	100¼	July 15	..	..
Do., 1st g. 7s, 1900	109	Feb 20	105½	May 4	105¼	May 25	..	..
Do., improvement g. 5s, 1928	108¾	May 25	102½	Jan 3	106	July 12	..	..
Do., 1st con. g. 4½s, 1936	112⅞	Jun 13	108¾	Jan 9	100¼	July 14	..	..
Denver Con. Tramway 1st g. 5s, 1933	92	Jan 24	90	Jan 19	92	Jan 24	..	..
Des Moines Union 1st g. 5s, 1917	108	Apr 27	107¼	Apr 25	108	Apr 27	106	..
Detroit & Mackinac gold 4s, 1995	69	Jul	14	68	Jul	12	69	July 14	68	70
Det., Mack. & Mar. gtd. 3½s, Ser. A, 1911	69	Jan 17	17½	Mar 25	18¾	July 15	..	..
Duluth & Iron Range 1st 5s, 1937	111	Mar 23	105	Jun 13	110	July 6	..	..
Duluth, Red Wing & So. 1st 5s, 1928	..	....	..	....	92¼	Fe 11, 98	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	116	Jun 14	111¾	Jan 16	114	July 14	114	116
Elgin, Jol. & East. 1st g. 5s, 1941	110	Apr 25	104¾	Jan 3	109	July 14	..	..
Erie 1st ext. g. 4s, 1947	118	Jun 22	115½	Feb 15	118	June 22	..	121
Do., 2d ext. g. 5s, 1919	121	May 25	121	May 25	121	May 25	121½	..
Do., 3d ext. g. 4½s, 1923	116½	Jul 11	116½	Jul 11	116½	July 11	115½	..
Do., 4th ext. g. 5s, 1920	123½	Mar

	Range for Year 1899. Highest.		Lowest.		Last Sale.	Bid.	As'd.
South & North A. con. gtd. g. 5s,1936	109½	May 1	106½	Jun 7	109 June 28	..	..
Kentucky Central g. 4s, 1978	97	Jun 5	91	Jan 10	97 June 24	96	97½
Louis. Railway Co. 1st con. g.5s,1930	..	....	..	....	109 Mr 19,98	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	..	....	..	....	103 Ja 18, 98	..	..
Manhattan R'way con. g. 4s, 1990	112¾	Apr 3	95	Jan 3	110 July 7	109½	110
Met. Elevated 1st g. 6s, 1908	121¾	Jun 14	116	Jan 14	119 July 12	..	..
Do., 2d 6s, 1899	102⅞	Apr 1	100⅞	May 1	101¾ July 12	..	..
Metro. St. Ry gen. col. tr. g. 5s, 1997	124	Jan 26	118⅜	Jan 4	124 July 15	123½	124½
B'way & 7th Av. 1st con. g. 5s, 1943	125¼	Jan 30	121	Jun 9	123 June 20	123	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	127	Jan 14	123¾	Jan 3	126 July 12	125½	126¾
Lex. Av. & Pav. F. 1st gtd.g.5s,1993	126¾	Feb 3	124	Mar 2	126 July 12	125½	126½
Mexican Central con. g. 4s, 1911	77	Jun 23	68¾	Jan 4	77 June 23	..	..
Do., 1st con. income g. 3s, 1939	25½	Apr 27	16½	Apr 3	20½ June 14	..	..
Do., 2d con. income g. 3s, 1939	14½	Apr 27	9¾	Apr 18	12¾ July 15	12½	13
Mexican Inter. 1st con. g. 4s, 1977	88¾	Feb 24	84½	Jan 6	86¾ July 15	86	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90 Mar., 98	103	..
Do., 2d income g. 6s, A, 1927	..	....	..	....	15 Dec 7, 98	..	..
Do., 2d income g. 6s, B, 1927	14	Apr 5	14	Apr 5	14 Apr 5	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100 Ja 30, 97	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	150	Apr 20	145	Jan 6	150 Apr 20	..	..
Do., 1st con g. 5s, 1934	115½	Apr 27	110½	Jan 18	115½ July 12	..	..
Do., 1st and refunding g. 4s, 1949	99	Jun 29	98½	Jun 29	98½ July 13	..	..
Do., Iowa ext. 1st g. 7s, 1909	125	Jan 27	121	Jul 12	121 July 12	..	..
Do., Southwest. ext. 1st g. 7s, 1910	127	Jan 27	127	Jan 27	127 Jan 27	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	128 De 12, 98	..	..
Mil. El. Ry & Light 1st con. 5s, 1926	105½	Feb 16	103½	Feb 4	105½ Feb 16	..	..
Mo., K. & T. 1st g. 4s, 1990	96	May 25	91¾	Jan 3	93¾ July 14	93	93½
Do., 2d g. 4s, 1990	71	Jan 6	65¼	May 3	68¾ July 15	68	68½
Do., 1st ext. g. 5s, 1944	91½	Apr 27	82	Jan 19	88½ July 15	88	88½
Mo., K. & T. of T. 1st gtd. g. 5s,1942	91	Jul 14	86	Jan 19	90½ July 14	89½	90½
Kansas City & Pac. 1st g. 4s, 1990	82	Jan 21	75¼	Jan 5	79 July 1	..	..
Dallas & Waco 1st gtd. g. 5s, 1940	95	Feb 27	85	Jan 21	95 Apr 27	..	..
Mo., Kan. & East. 1st gtd. g. 5s,1942	107½	Jul 13	101¼	Jan 3	107½ July 13	..	..
Missouri Pacific 1st con. g. 6s, 1920	121¾	Apr 28	108⅜	Jan 9	119¼ July 14	119	119¾
Do., 3d 7s, 1906	117	May 17	114	May 17	115 June 16	..	120
Do., trust g. 5s, 1917	100½	Jun 14	91½	Jan 3	100¼ July 15	100¼	100½
Do., 1st col. g. 5s, 1920	98	Jul 14	88	Jan 3	98 July 14	97¼	97¾
Pacific R. of Mo. 1st ext. g. 4s, 1938	109	Jul 13	106	Feb 20	109 July 13	..	..
Do., 2d ext. g. 5s, 1938	115	Apr 20	111¼	Jan 17	111½ July 10	..	..
St. L. & Iron Mount. 1st ext.4½s,1947	106¾	May 20	105¾	Feb 6	106¾ May 23	..	..
Do., 2d ext. g. 5s, 1946	107½	Jan 16	105	May 20	105½ July 11	..	..
Do., Arkansas Br. ext. g. 5s, 1935	106¾	Apr 4	105¾	Jan 16	106⅜ Apr 6	..	..
Do., gen. con. ry & ld. grt.g.5s,1931	114¾	Jul 14	105	Jan 3	114¾ July 15	114	114⅝
Do., gen con. stpd. gtd. g. 5s, 1931	111½	Jan 31	110	Jan 31	111½ July 5	..	..
Mobile & Ohio new g. 6s, 1927	130¼	May 9	125	Jan 9	127½ June 30	..	..
Do., 1st extension g. 6s, 1927	122	May 23	117	Feb 21	121¾ June 30	..	..
Do., gen. g. 4s, 1938	88	Feb 27	82½	Jan 4	87 July 14	..	..
Montgomery Div. 1st g. 5s, 1947	109	Jun 2	106	Jan 4	109 June 13	107¾	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84 Apr., 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	132¾	Feb 14	131¼	Jul 8	131¼ July 8	130	..
Do., 2d 6s, 1901	..	....	..	....	105⅞ De 17, 97	..	..
Do., 1st con. g. 5s, 1928	105⅞	Mar 28	105¼	Apr 22	105⅞ June 22	..	..
Do., 1st 6s, McM., M.,W. & Al.,1917	..	....	..	....	108 Mar., 96	..	..
Jasper Branch 6s, 1923	115	Mar 22	115	Mar 22	115 June 22	..	..
No. O. & N. East. prior lien 6s, 1915	..	....	..	....	108½ Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	117½	Jan 31	113	Jul 13	113 July 14	..	113
Do., do., registered	117⅝	Jan 30	112	Jun 27	112 June 27	..	113
Do., debenture 5s of 1884-1904	113¼	Jan 30	107½	Apr 28	109¼ July 6	..	..
Do., do., registered	113¼	Jan 26	113¼	Jan 26	113¼ Jan 26	..	..
Do., reg. debenture 5s of 1880-1904	..	....	..	....	108¼ Fe 21, 98	..	..
Do., debenture g. 4s, 1890-1905	105	May 3	103¼	Jun 26	103¼ June 26	..	..
Do., do., registered	..	....	..	....	104¾ Feb 5, 98	..	..
Do., deb. certs., ext. g. 4s, 1905	107⅝	Feb 2	103½	Jun 26	103½ June 26	..	..
Do., registered	..	....	..	....	104⅞ Jne 30,98	..	..
Do., gold 3½s, 1997	113¼	Jun 12	110¼	Jan 12	110⅜ July 7	110	111½
Do., do., registered	112½	Apr 14	111½	Feb 17	112½ Apr 14	..	..
Michigan Cent. col. trust g. 3½s,1998	102	Jan 28	98	Jan 6	101⅜ July 12	101¾	..
Do., do., registered	100	May 25	97¼	Mar 15	100 May 25	..	..
Lake Shore col. g. 3½s, 1998	103	May 25	99¼	Jan 4	101¾ July 13	101½	102
Do., registered	103	Jun 26	98	Jan 6	102¾ July 7	..	..
West Shore 1st g. 5s, gtd., 2361	117¾	Jun 29	110¼	Jan 3	115 July 13	..	115
Do., registered	115¾	Jun 15	109¾	Jan 4	115 June 29	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108 No 5, 98	110	..
Do., registered	..	....	..	....	106 Jne 17,98	..	..
Clearf. Bit. Coal gtd. g.4s,Ser.A,1940	..	....	..	....	95 Jul 28,98	..	..
Do., do. registered	..	....	..	....	104 Jul 24,97	..	..
Harlem 1st 7s, 1900	108	Jan 12	103¾	Jun 14	104 July 11	104	..
Do., do., registered	106¼	Jan 27	103	May 10	104 June 27	104	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103 May 7,97	104	..
Rome, W. & O. con. 1st ext. 5s, 1922	132	Jan 18	128½	Apr 12	129 July 10	..	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109 Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	113	Apr 13	113	Apr 13	113 Apr 13	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107 Au 13, 98	110	..
Mohawk & Malone 1st gtd. g. 4s,1991	..	....	..	....	100 Mar., 98	..	..
New York & Northern 1st g. 5s, 1927	123	Jun 16	123	Jun 16	123 July 14	..	..
Lake Shore & Michigan Southern—							
Detroit, Mon. & Tol. 1st 7s, 1906	123	Jun 13	123	Jun 13	123 June 13	123	..
Lake Shore con. 1st 7s, 1900	107¼	May 4	103¾	Jul 8	103¾ July 8	..	..
Do., do., registered	106½	Feb 20	105¼	Jan 3	105¼ June 15	..	..
Do., con. 2d 7s, 1903	117¼	Mar 20	114¼	Jun 20	115 June 26	115	..
Do., do., registered	116½	Jan 5	114½	Jun 15	114½ June 15	..	..
Do., g. 3½s, 1997	112⅞	May 5	106	Jan 3	111⅜ June 27	110½	112½
Do., do., registered	111	Apr 27	103	Jan 5	111 Apr 27	..	..
Cin. & Sp. 1st gtd., L. S. & M.7s,1901	..	....	..	....	108¼ Dec 1, 97	..	..
Mahoning Coal RR. 1st 5s, 1934	..	....	..	....	101 Oct 24,98	..	..
Michigan Central 1st con. 7s, 1902	112½	Apr 27	100	May 1	110½ June 20	..	..
Do., 1st con. 5s, 1902	103	May 6	103	May 6	103 May 9	..	..
Do., 6s, 1909	..	....	..	....	122 Fe 25, 98	120	..
Do., 5s, 1931	..	....	..	....	121¼ Jne 21,98	128	..
Do., do., registered	..	....	..	....	125½ Ja 20, 98	..	..
Do., 4s, 1940	..	....	..	....	106 Fe 25, 98	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	108	Jan 26	105¾	Apr 3	107½ July 14	107	..
Do., do., registered	105½	Apr 19	105½	Apr 19	105½ Apr 19	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½ Oct 7, 97	..	..
Do., con. deb. certs., $1,000	101	Apr 21	173	Jan 6	187½ July 13	..	..
Do., do., small certs., $100	184	Apr 20	172	Jan 19	184 Apr 20	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	126¼ Au 28,98	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½ Feb 6, 97	117¾	..
N. Y. & New England 1st 7s, 1905	121½	Jun 20	117¾	Jul 6	117¾ July 6	117¾	..
Do., 1st 6s, 1905	115	May 11	113¼	Jul 1	113¼ July 1	113	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	108¾	May 25	106	Jan 4	108¾ May 27	..	..
Do., refunding 1st g. 4s, 1992	106½	Jun 1	103	Apr 12	106¾ July 14	106¼	106½
Do., do., registered	..	....	..	....	101½ No 30, 98	..	..
Nor. Pac. 1st g. 6s, 1921	120	Apr 11	114½	Jan 3	119½ Apr 12	..	..
Do., do., registered	..	....	..	....	117 Oct 25,98	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	131¼	May 15	131¼	May 15	131¼ May 15	134	..
Do., do., registered certificates	..	....	..	....	130 Sep 28,98	..	..
Nor. Pac. Ry prior lien 4s, 1997	106¾	Jun 14	101¾	Jan 5	103⅝ July 15	103¼	104
Do., registered	104½	May 12	102	Jul 14	102 July 14	..	..
Do., gen. lien g. 3s, 2047	70	Jan 21	65¼	May 9	67¾ July 15	67½	67¾
Do., do., registered	66¼	Jun 17	65½	May 16	66½ June 17	..	..
Washington Central 1st g. 4s, 1948	96	May 5	90	Jan 27	95 May 11	..	..
Nor. Pac. Terminal Co. 1st g. 6s,1933	119	Apr 21	112	Jan 6	119 June 15	..	..
Norfolk & Southern 1st g. 5s, 1941	107¾	Jun 22	107½	May 22	107¾ June 22	..	..
Norfolk & West. RR. gen. g. 6s, 1931	135	Jun 19	130	Feb 7	135 June 19	..	..
Do., New River 1st g. 6s, 1932	..	....	..	....	128 No 25,98	..	..
Do., improve. and ext. g. 6s, 1934	..	....	..	....	117½ Au 30, 98	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101 Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	101	Apr 22	96¼	Jan 16	100 July 13	..	..
Nor. & West Ry 1st con. g. 4s, 1996	96	Mar 27	88½	Jan 7	95⅝ July 15	94¾	95¼
Ogden. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94 Apr., 96	..	..
Do., do., small	..	....	..	....	82 Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	..	....	..	....	102¼ Ja 26, 98	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85 De 17, 97	..	..
Omaha & St. Louis 1st g. 4s, 1901	85	Feb 7	65	May 24	75 May 25	..	..
Ore. R. & N. 1st sink. fund g. 6s, 1909	114	Apr 28	100	Feb 10	112 July 11	..	..
Ore. RR. & N. Co. con. g. 4s, 1946	105	May 31	100¼	Jan 3	102¾ July 14	..	..
Oregon Short Line 1st g. 6s, 1923	133¼	Jul 13	128	Mar 1	133¾ July 13	132	..
Utah & Northern 1st 7s, 1908	..	....	..	....	121 Jne 18,98	..	..
Do., g. 5s, 1926	..	....	..	....	102 My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	116	Jun 26	108	Jan 7	113¾ July 13	..	..
Do., non-cum. inc. A 5s, 1946	96	Jul 7	85	Jan 7	90 July 13	..	..
Do., non-cum. inc. B and col. trust	74¾	Apr 13	65½	Jan 4	73 July 11	..	..
Pacific Coast Co. 1st g. 5s, 1946	108	Mar 16	103¼	Jul 12	103¼ July 12	104	105
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½ Dec., 90	105	..
Penn. Co. gtd. 1st g. 4½s, 1921	118	May 22	114½	Feb 15	118 June 9	115½	..
Do., do., registered	115½	Mar 9	115¼	Mar 9	115¼ Mar 9	..	..
Do., do., gtd. 3½s, tr. reg. cts., 1937	..	....	..	....	102 No 11, 98	..	..
P., C., C. & St. L. gtd.g.4½s,1940,Ser.A	118	Jul 14	114¼	Apr 13	118 July 14	117¼	..
Do., do., Series B, gtd., 1942	119	Jun 13	114	Apr 11	118½ June 30	117½	..
Do., do., Series C, gtd., 1942	..	....	..	....	113 No 22,98	113	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	107 De 30, 98	108	..
Pitts., C. & St. L. 1st 7s, 1900	107⅞	Jan 6	105¼	Mar 15	105¾ Apr 13	..	..
Do., do., registered	..	....	..	....	109¼ Ap 23, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	141	Mar 29	138¾	Jan 6	141 Mar 29	..	..
Do., 2d 7s, 1912	140½	May 1	140¼	May 1	140½ May 1	..	..
Do., 3d 7s, 1912	135	Jun 7	135	Jun 7	135 June 7	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	104½ Jul 8, 97	..	..
Cleve. & Pitts. con. sink. fd. 7s, 1900	108	Apr 19	108	Apr 19	108 Apr 19	..	..
Do., gen. gtd. g. 4½s, Series A, 1942	121	Jul 5	121	Jul 5	121 July 5	121½	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	113¼	Jun 2	113¼	Jun 2	113¾ June 2	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102 No 10, 97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	108 My 12,97	..	..
U. N. J. R. R. & Can. Co. gen. 4s, 1944	..	....	..	....	115¼ Fe 24,98	115½	..
Peo., Dec. & Evv. 1st g. 6s, 1920, t. r.	101	Feb 20	99	Jan 19	99¾ June 20	..	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100 De 28, 97	..	..
Do., do., eng. Trust Co. certs	97	Jan 28	93½	Apr 3	94½ May 5	..	..
Do., Trust Co. cts. for 2d g. 5s,1926	..	....	..	....	17 My 23,98	..	..
Do., do., 1st installment paid	..	....	..	....	20 De 20, 98	..	..
Peoria & Pekin Union 1st g. 6s, 1921	126	Apr 28	126	Apr 28	126 Apr 28	125	..
Do., g. 4½s, 1921	100	May 9	100	May 9	100 May 9	100	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137 No 17, 97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	107¼ Oct 24,98	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	121 No 26, 98	..	..
Pitts. & L.E. 2d g. 5s, Ser. A & B, 1928	..	....	..	....	114 Mar., 93	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117 Mar., 89	130	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	90	Jun 24	90	Jun 24	90 June 24	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	115½	Jun 28	113	Jan 5	115¾ June 28	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	95 Jne 14,99	..	..
Pitts. & West. 1st g. 4s, 1917	100	May 24	98	Jan 5	100 June 8	99¼	100
Do., do., J. P. M. certificates	100¼	Jun 29	98¾	Jan 31	99¾ July 14	99¾	100
Reading Co. gen. g. 4s, 1997	91¾	Jun 16	83¾	Jan 7	89⅜ July 15	88¼	89
1st Do., do., registered	89½	Jun 29	86¼	Jun 1	88¼ July 11	..	..
Rio Grande Western 1st g. 4s, 1939	102¼	Jan 30	91	Jan 4	99¾ July 13	99½	100
Utah Central gtd. g. 4s, 1917	89¾	May 11	87¼	Apr 20	88 June 27	..	88½
Rio Grande Junc. 1st gtd. g. 5s, 1939	104	Jan 24	102¼	Feb 1	103¾ May 2	..	..
Rio Grande South. 1st g. 5-4s, 1940	74¼	Jun 29	72¼	Feb 17	74¼ June 29	72	74

	Range for Year 1899. Highest.		Lowest.		Last Sale.	Bid.	As'd.
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	84	Jan 27	79¼	Jul 11	79¼ July 11	..	..
St. L. & S. F. 2d g. 6s, Class A, 1906	114¾	Mar 2	112¾	May 9	112¾ May 9	114	..
Do., 2d g. 6s, Class B, 1906	115¼	Mar 25	112½	May 5	114 June 12	114	..
Do., 2d g. 6s, Class C, 1906	115	Mar 24	112½	May 5	114 June 14	114	..
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼ July, 96	..	..
Do., gen. g. 6s, 1931	126¾	Jun 27	122	Jan 3	124½ July 15	124½	124½
Do., gen. g. 5s, 1931	112½	Jun 30	107	Jan 5	109 July 15	109	109¼
Do., 1st trust g. 5s, 1987	105½	Mar 27	100½	May 23	101 June 23	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105 Oct 4, 97	..	..
St. L. & San Fran. RR. g. 4s, 1996	89	Jun 15	82	Jan 4	87 July 13	..	..
St. L. & S. F. 8. W. Div. 5s, 1947	102	Mar 16	98	Jan 12	100 July 8	..	101
St. Louis Southwest. 4s, cts., 1989	96¼	Jul 8	84¾	Jan 4	95¾ July 15	95½	96
Do., 2d g. 4s, inc. bond cts., 1989	64½	Jul 14	40¾	Jan 4	64¼ July 15	64½	64½
St. Paul City Ry Cable con. g. 6s, 1937	108½	Mar 9	108	Mar 7	108½ Mar 9	111	..
St. Paul & Duluth 1st 5s, 1931	122½	Jan 19	120	Feb 8	120 Feb 8	120	..
Do., 2d 5s, 1917	115	Jan 20	113	Feb 8	113½ July 7	113	116
Do., 1st con. 4s, 1968	102	May 18	100	May 2	101 July 15	100¼	101½
St. Paul, M. & M. 2d 6s, 1900	124½	Feb 20	121	Apr 3	122 June 7	122	..
Do., Dakota exten. g. 6s, 1910	125½	Jan 24	122½	May 2	123½ June 21	122½	..
Do., 1st con. g. 6s, 1933	146½	Jun 21	138¼	Mar 8	143 July 13	143	145
Do., do., registered	137¾	Feb 23	137¾	Feb 23	137¾ Feb 23	..	..
Do., do., reduced to g. 4½s	119½	Jun 20	112¾	Jan 5	117 July 14	116½	117½
Do., do., registered	..	....	..	....	106½ My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	108½	Apr 14	104½	Jan 25	106 July 13	106	..
Do., do., registered	104	Jan 24	104	Jan 24	104 Jan 24	..	..
Minneapolis Union 1st g. 6s, 1922	..	....	..	....	122½ Jan 13,98	..	..
Montana Central 1st gtd. g. 6s, 1937	137½	Jun 23	134¼	Mar 18	137½ Jun 23	..	..
Do., do., registered	..	....	..	....	115 Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	117½	Jun 28	113½	Jan 24	117½ June 28	..	..
Eastern Minn. Div. 1st g. 5s, 1908	113¼	Mar 2	110¼	Apr 17	111¾ July 10	111½	..
Wilmar & Sioux Falls 1st g. 5s, 1938	120	Apr 11	115	Apr 10	120 Apr 11	..	..
Do., do., registered	..	....	..	....	115 Ap 24, 96	..	..
S. Fe, Pres. & Phenix 1st g. 5s, 1947	106½	May 4	95	Mar 13	106½ May 12	105	107
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100 Oct 20,97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	125½	Feb 15	125½	Feb 15	125½ Feb 15	128	..
Do., 1st g. 5s, 1934	112	Mar 17	112	Mar 17	112 Mar 17	..	..
Seaboard & Roanoke 1st 5s, 1926	..	....	..	....	104¾ Feb 5, 97	..	..
Seat., L. S. & E. 1st g. 6s, 1931, ass.pd.	..	....	..	....	80 Ja 25, 98	..	..
Southern Pacific Co.—							
Gal., Harris. & S. A. 1st g. 6s, 1910	114	Apr 28	113¼	Jun 6	113¼ June 6	113	..
Do., 2d g. 7s, 1905	110½	Feb 8	110	Feb 27	110 Feb 27	107	110
Do., Mex. & Pac. Div. 1st g.5s,1931	105	Apr 28	100½	Jan 6	104 July 11	101½	..
Hous. & Tex. C. 1st, W. & N. 7s,1903	..	....	..	....	102 Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	113½	Jun 26	107	Feb 21	113½ June 26	..	..
Do., con. g. 6s, interest gtd., 1912	112	Mar 17	111	May 31	111 May 31	..	..
Do., gen. g. 4s, interest gtd., 1921	90	Feb 16	87½	Apr 27	89¾ July 15	88	..
Morgan's La. & Texas 1st g. 6s, 1920	..	....	..	....	114 No 17, 97	..	..
Do., 1st 7s, 1918	139	Jan 20	138	Jul 6	138 July 13	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	105	Mar 18	97	Jan 3	105 Mar 23	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	88	Feb 28	77½	Jan 6	80 July 14	80	81
Texas & New Orleans 1st 7s, 1905	..	....	..	....	116 De 14, 98	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼ No 17, 97	..	..
Do., con. g. 5s, 1943	106½	Jun 17	102	Jan 3	104 July 15	102½	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	115	Jun 29	109¼	Jan 3	112¾ July 15	110	..
So. Pac. of Cal. 1st g. 6s, 1905-12	122	Apr 20	122	Apr 20	122 Apr 20	111¼	..
Do., do., 1st con. g. 5s, 1937	..	....	..	....	102½ No 17, 98	..	..
Do., do., 1st con. gtd.5s,1905-37,stpd	109¼	Apr 21	106	Jan 4	108¾ July 15	108¾	109
Austin & Northw. 1st gtd. g. 5s, 1941	101	Apr 5	90	Jan 3	98 July 11	97	..
So. Pac. of N. M. 1st g. 6s, 1911	..	....	..	....	113¾ No 23, 98	..	..
Gila Val., Globe & N. 1st gtd.g.5s,1924	105½	Jul 12	104¾	Jun 30	105¼ July 13	104¾	105½
Southern R'way 1st con. g. 5s, 1994	112½	Jun 29	103¼	Jan 3	109⅝ July 14	109	110
Do., do., registered	..	....	..	....	98 Oct 31,98	..	..
Memphis Div. 1st gtd. g. 5s, 1996	110¼	Jun 13	107¼	Jan 4	110⅜ June 13	..	..
East Tenn. reor. lien g. 4-5s, 1938	110	Jul 8	106	Mar 3	110 July 8	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼ Au 17,97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	118¾	Jun 8	117	Mar 18	118¾ June 8	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	105⅞	Jun 12	104¼	Feb 1	105⅞ June 12	98¾	..
Do., divisional g. 5s, 1930	118½	Jun 28	114½	Jan 14	116 July 11	..	118½
Do., con. 1st g. 5s, 1956	120	Jul 14	115	Jan 6	119 July 15	118	..
Georgia Pac. Ry 1st g. 5-6s, 1922	124½	Feb 1	123	Jun 8	123 June 21	120	..
Knoxville & Ohio 1st g. 6s, 1925	125	May 10	119	Jan 9	124¼ May 10	..	..
Richmond & Danville con. g. 6s, 1915	126⅜	Jun 24	123	Jan 31	126⅜ June 24	123	..
Do., equip. sink. fund g. 5s, 1909	100	Mar 17	100	Mar 17	100 Mar 17	..	..
Do., deb. 5s, stamped, 1927	110	Jun 2	106	Apr 19	109 June 26	109	..
Va. Midland gen. 5s, 1936	116½	Jun 19	110	Jan 5	115¼ July 10	..	..
Do., do., gtd., stamped, 1936	113½	May 13	113½	May 13	113½ May 13	..	..
Do., serial, Series E	109	Jan 12	109	Jan 12	109 Jan 12	..	..
Wash., Ohio & W. 1st cy gtd 4s,1924	94	Jan 31	90	Feb 23	90 Feb 23	..	..
West. No. Car. 1st con

THE WEEK'S TRANSACTIONS.

On the Stock Exchange for the week ended Saturday, July 15, total transactions included 2,857,338 shares of stock, $15,234,600 bonds, with $167,000 Government and $24,000 State bonds.

In detail the week's dealings, compared with those of the corresponding week last year, are:

STOCKS.

	July 16,'98.	July 15,'99.	Increased.
R. R. & M.	1,895,806	2,857,338	961,445
Banks	127		*127
Mining	5,100	875	*4,225

BONDS.

	July 16,'98.	July 15,'99.	Increase.
R. R. & M.	$23,877,200	$15,234,600	*$8,642,600
State	25,000	24,000	*1,000
Government		167,000	167,000

*Decrease.

THE WEEK'S CHANGES.

Following is a list of the stocks in which there were last week net changes of 1 per cent. or more:

Stocks Advanced.

Am. Cotton Oil.....4	Lake Erie & W. pf...2½
Am. Tin Plate pf....1	Missouri Pacific 3½
Brunswick City.....1	National Biscuit 1
Chi., Ind. & L. pf...3½	National Biscuit pf..2½
Chi. Term. Trans. pf.2½	N. Y. Air Brake....29
Col. & Hock., Coal & Iron 1½	St. P. & O. L. 1st pf.8
Consol. Ice pf.....2	St. Paul & Duluth...1½
H. B. Claflin.....1	St Paul & Omaha....2
Lake Erie & West...1½	Texas & Pacific.....1½
	Third Avenue 3

Stocks Declined.

Am. Smelt. and Ref.1½	Erie 1st pf.....1½
Am. Steel Hoop pf...2½	Evansville & T. H....2
Am. Malting pf.....2	Great Northern pf...2½
Baltimore & Ohio....1½	Illinois Central 1
Balt. & Ohio pf.....1½	International Paper..1½
Brook. Rap. Tran....5½	Met. Street Ry.....1½
Brooklyn Union Gas..2	Minn., St. P. & S. S. M.....1¼
Canadian Pacific....1½	N. J. Central.....1
Continental Tobacco.1½	N. Y. C. & St. L. 2d pf. 2
Cont. Tobacco pf.....1	People's Gas, Chi....2½
Consolidated Gas....2½	U. S. Rubber.....3½
Del., Lack. & West..1½	
Denver & Rio Gr. pf.2½	

***

Net changes in bond quotations for the week of 1 per cent. or more were:

Bonds Advanced.

Brooklyn Rap. Tr. 5s.2½	Mo. Pac. Tr. 5s.....2½
Chi., M. & St. P. 1st C. & Mo. River 5s.2	Mo. Pac. 1st col. 5s.2
Col. 9th Av. 5s.....1	Mob. & O. gen. 4s...1
Detroit City Gas 5s...1	N. Y., S. & W. gen..1
Dul., S. S. & A. 5s...1	St. L. & I. M. 5s....1½
Gal., H. & H. 5s....1	St. L. S. W. 2d.....2½
Hous., E. & W. T. 1st.1	So. Pac. con. gtd. 5s.
Louis. & N. unif. 4s.1½	sta.....1¼
Met. Elevated 1st ...1	Texas Pac. 1st.....1½
Mo., K. & E. 1st....2	Tex. Pac. 2d, t. r...1
	Tol. & Ohio Cent. 1st.1

Bonds Declined.

Ft. W. & D. C. 1st..2	Pacific Coast 1st 1
Ft. W. & R. G. 1st..1	Tex. & N. O. con...2
Iowa Central 1st.....1	T., St.L. & K. C. 1st.1
Mex. Int. 1st.....1	

CALENDAR FOR THE WEEK.

Monday, July 17.

American Tobacco Company—Books close for dividend on common and preferred.
Canada Southern Railroad—Books open.
Denver and Rio Grande Railroad—Dividend payable on preferred.
Lake Shore and Michigan Southern Railroad—Books open.
Michigan Central Railroad—Books open.
Montana Ore Purchasing Company—Books close.

Tuesday, July 18.

Denver and Rio Grande Railroad—Books open.
East Pennsylvania Railroad—Dividend payable.
Spirits Distributing Company—Books close for dividend on first preferred.

Wednesday, July 19.

Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad—Special meeting.
Standard Distilling and Distributing Company—Special meeting.
Third Avenue Railroad—Special meeting.

Thursday, July 20.

Atchison, Topeka and Santa Fé Railway—Dividend payable on preferred.
Binghamton (N. Y.) Gas Works—Dividend payable.
Cleveland, Cincinnati, Chicago and St. Louis Railroad—Dividend payable on preferred.
Delaware, Lackawanna and Western Railroad—Dividend payable.
Federal Steel Company—Dividend payable on common and preferred. Payment on the common stock restrained by an injunction.
Globe and Rutgers Fire Insurance Company—Dividend payable.
Harrison Brothers & Co.—Books close for dividend on preferred.
Homestake Mining Company—Books close.
International Pump Company—Books close for dividend on preferred.
National Salt Company—Books close for dividend on preferred.
New Orleans and Carrollton Railroad—Dividend payable.
Quincy Mining Company—Books close.
Spirits Distributing Company—Dividend payable on first preferred.
Texas Pacific Coal Company—Dividend payable.
Western Gas Company—Dividend payable.

Friday, July 21.

Atchison, Topeka and Santa Fé Railway—Books open.
Central Railroad Company of New Jersey—Books open.
Madison (Wisconsin) Gas Company—Dividend payable.

Saturday, July 22.

Columbus (Ohio) Street Railway—Books close.
Henderson Bridge Company—Books close.

ON THE LONDON EXCHANGE.

LONDON, July 16.—On the Stock Exchange last week Americans were irregular and closed weak, the dealings being small. Among the declines were Union Pacific preferred, which fell 1 point; Union Pacific ordinary, ½; New York Central and Hudson River, ⅝; Louisville and Nashville, ⅝; Northern Pacific, ⅝; Atchison, Topeka and Santa Fé preferred, ⅝; Erie preferred, ⅝; Chicago, Milwaukee and St. Paul, ⅝; Chesapeake and Ohio, ⅝; Southern preferred, ⅝; Denver and Rio Grande, ⅝; Atchison, Topeka and Santa Fé ordinary, ⅜; Central Pacific ⅜; Norfolk and Western preferred, ⅞, and others from ⅛ to ¼.

BULLION STATISTICS.

Silver bullion certificates were quoted on the Stock Exchange at 60@61.

Bar silver in London was 27 5/16d per ounce, and in New York 60c. Mexican silver dollars at 47⅞c.

The Mercantile Safe Deposit Company holds 554,200.49 ounces of silver bullion.

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue con. m. 5s.	112	115
Atlantic Avenue gen. m. 5s.	107	..
Atlantic Avenue imp. 5s.	95	100
Bleecker St. & F. Ferry stock.	38	41
Bleecker St. & F. F'y 1st 7s.	102	104
Broadway & Seventh Avenue.	230	240
Broadway & Seventh Av. 1st.	105	110
Broadway & Seventh Av. 2d.	115	118
Broadway Surface 1st 5s.	115	120
Broadway Surface 2d.	105	106
Brooklyn, Bath & W. E. 5s.	101	..
Brooklyn City R. R. 1st m. 5s.	117	..
Brooklyn City Railroad.	249	251
Brooklyn City & New. 1st.	116	120
Brooklyn El. bonds.	106	103½
Buffalo Crosstown 5s	112	113
Buffalo Street Railway stock.	100	103
Buffalo Street Ry. 1st consols.	116	..
Central Crosstown	250	270
Central Crosstown 1st 6s.	125	..
Central Park, N. & E. River.	190	..
Central Park, N. & E. R. 7s.	111	113
Christopher & Tenth Street.	170	175
Cleveland Electric con. 5s.	105	107
Coney Island & Brook. stock.	300	320
Coney Island & Brook. 1st 5s.	103	106
Consolidated Traction of N. J.	59	60
Con. Traction of N. J. 5s.	111	112
Columbus (Ohio) stock.	94	..
Columbus (Ohio) 5s.	111	115
Columbus Crosstown 1st 5s.	103	104
D. D., E. B. & B. stock.	150	165
D. D., E. B. & B. 5s.	118	125
D. D., E. B. & B. 5 p. c. scrip.	102	103
Eighth Avenue Railroad.	385	..
Eighth Avenue 6 per cent. scrip.	108	..
42d St. & Grand St.	400	420
42d St., Man. & St. Nich. Av.	84	88
42d St., Man. & St. N. Av. 1st.	117	119
42d St., Man. & St. N. Av. 2d.	90	94
Kings County El. 4s, (new).	94½	95½
Louisville St. Railway com.	42	44
Louisville St. Ry. pf.	111	113
Nassau Elec. 1st 5s, (Bklyn).	113	..
Nassau Electric 4s.	95	97
New Orleans Tr. com., (new).	20	22
New Orleans Tr. pf., (new).	96	97
Ninth Avenue	170	180
North Jersey Street Railway.	94½	95½
North Jersey Street Ry. 4s.	92	94
North Shore Traction, com.	15	16
North Shore Traction pf.	85	87
Orange & Passaic Val. bonds.	103½	104½
Rochester Railway.	19	22
Rochester Railway con. 5s.	107	110
Sixth Avenue stock	220	220
Second Avenue 1st m. 5s.	109	110
Second Avenue consol. 5s.	115	120
South Ferry 1st 5s.	110	113
Steinway R. R. Co. 6 p. c. 1st.	115	116
Twenty-third Street.	390	405
Twenty-third Street deb. 5s.	106	108
Union Railway	190	200
Union Railway 1st 5s.	113	116
United Traction, Providence.	96¾	97¾
United Trac., Prov., bonds.	115	116
Worcester Traction common.	29	29½
Worcester Traction pf.	105	107

Ferry Companies.

	Bid.	Asked.
Hoboken Ferry, new.	53	55
Hoboken Ferry con. 5s.	94½	95½
Metropolitan Ferry 5s	110	112
N. Y. & Brooklyn Ferry.	36	38
N. Y. & Brooklyn Ferry 5s.	95½	97
Union Ferry.	40½	42
Union Ferry bonds.	101	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	215	225
Atlantic	210	230
Bond & Mort. Guar. Co.	295	310
Brooklyn	410	..
Central	1990	2010
City	385	400
Colonial	425	450
Continental	300	..
Farmers' Loan & Trust.	1425	1450
Fifth Avenue	400	..
Franklin	305	..
German-American	35	..
Guaranty	600	..
Hamilton	285	..
Kings County	345	..
Knickerbocker	360	..
Lawyers' Surety	102	108
Lawyers' Title Insurance.	145	155
Long Island Loan & Trust.	250	260
Manhattan	235	..
Manufacturers', Brooklyn.	300	..
Mercantile	850	..
Metropolitan	300	..
Nassau	175	..
N. Y. Security & Trust.	600	..
N. Y. Life Ins. & Trust.	1450	..
People's	305	320
Produce Exchange, (new stock).	200	205
Real Estate Trust Co.	300	..
Standard	220	..
State	400	..
Title Guarantee & Trust.	395	405
Trust Company of America.	275½	277
Union	1400	..
U. S. Mortgage & Trust	485	..
United States.	1610	..
Washington	300	..
Williamsburg	220	230

Insurance Companies.

	Bid.	Asked
Citizens'	115	120
Commonwealth	100	106
Continental	512	..
Eagle	245	250
Empire City	90	100
Farragut	110	..
German-American	515	..
Germania	275	..
Greenwich	165	170
Hamilton	105	110
Hanover	175	185
Home	210	230
Kings County	180	..
Nassau, Brooklyn	155	..
New York	100	110
Niagara	180	..
North River	140	..
Pacific	175	180
Peter Cooper	120	125
Phenix, Brooklyn	195	205
Rutgers	..	100
Stuyvesant	70	80
United States	117	123
Westchester	300	..
Williamsburg City	430	..

Banks.

	Bid.	Asked.
America	430	..
American Exchange	181	..
Astor National	400	..
Bowery	290	310
Broadway	235	..
Butchers & Drovers'	80	..
Central	180	190
Chase	400	..
Chatham	310	325
Chemical	4100	..
Citizens'	142	..
City	1975	2050
Colonial	240	..
Columbia	160	..
Commerce	265	..
Continental	130	140
Corn Exchange	360	..
East River	135	..
Eleventh Ward	165	..
Fifth Avenue	2750	3100
Fifth National	225	..
First National	3250	..
Fourth National	185	..
Fourteenth Street	145	165
Gallatin	375	..
Gansevoort		85
Garfield	1500	..
German-American	115	..
Germania	380	..
German Exchange	240	270
Greenwich	165	..
Hamilton	125	..
Hanover	720	740
Hide & Leather	117	..
Home	100	..
Importers & Traders'	530	..
Irving	165	..
Leather Manufacturers'	200	..
Liberty	225	..
Lincoln	750	..
Manhattan	250	..
Market & Fulton	225	..
Mechanics'	200	215
Mechanics & Traders'	..	101
Mercantile	190	..
Merchants'	175	..
Merchants' Exchange	120	..
Metropolis	415	..
Mount Morris	225	..
Mutual	135	145
Nassau	152½	..
National Union	330	..
New Amsterdam	400	..
New York	245	..
New York County	1500	..
New York National Exchange.	116	..
Nineteenth Ward	100	..
Ninth National	90	95
North America	180	..
Oriental	190	..
Pacific	170	..
Park	500	520
People's	200	..
Phenix	107	114
Plaza	400	..
Produce Exchange	125	..
Republic	190	..
Riverside	190	..
Seaboard	225	..
Second National	550	..
Seventh National	160	..
Shoe & Leather	103	108
State of New York	123	130
Twelfth Ward	130	..
Union Square	210	230
Western	320	..
West Side	300	..
Yorkville	210	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s.	98	101
Amalgamated Copper	99	99½
American Air Power	..	79
American Bank Note Co.	49	52
American Grocery 1st pf.	..	7
American Press Association.	100	107
American Soda Fountain.	5	10
American Soda Fountain 1st pf.	45	50
American Soda Fountain 2d pf.	10	15
American Typefounders'.	49	51
American Graphophone	125	130
American Graphophone pf.	130	140
Anderson Tobacco	10	12
Barney & Smith Car	22	25
Barney & Smith pf.	80	85
Barney & Smith Car 6s.	106	107
Beet Sugar	32	34
Beet Sugar pf.	79	81
Bliss, E. W.	132	140
Bliss, E. W., pf.	125	130
British Columbia Copper.	10¾	11½
Carter-Crume pf.	60	80
Celluloid Company.	88	92
Central & South American Tel.	113	114
Central Fireworks.	13	15
Central Fireworks pf.	59	62
Chesebrough Mfg.	340	345
Ches. & Potomac Tel. stock.	75	80
Consolidated Car Heating.	48	55
Consolidated Fireworks com.	5	..
Consolidated Fireworks pf.	65	70
Cramps' Ship and Eng. Bldg.	81	85
Distilling Company of America.	20	23
Distilling Co. of America pf.	59½	61
Eastman Kodak Co.	100	110
Electric Boat	..	18
Electric Boat pf.	..	45
Electric Vehicle	100	103
Electric Vehicle pf.	115	125
*Electro-Pneumatic, ass't paid.	1	1⅛
Empire & Bay State Tel.	76	..
Erie & Western Trans.	85	95
Flemington Coal & Coke.	24	26
General Carriage	34½	37
General Chemical	50	..
General Chemical pf.	99	101
General Electric Automobile.	..	23
Gorham Mfg. Co. pf.	116	120
Havana Commercial	31	33
Havana Commercial pf.	70	70½
Hecker-Jones-Jewell Milling	15	20
Hecker-Jones-Jewell Milling pf.	54	56
Hecker-Jones-Jewell M. bonds.	96	..
Hoboken Land & Imp.	110	..
Hoboken Land & Imp. 5s.	105	..
Hudson River Telephone.	105	115
Illinois Transportation.	6¾	7¼
International Power.	..	80
International Pump.	24	..
International Pump pf.	68	..
Iron Steamboat	5	6½
Iron Steamboat 6s.	60	70
J. B. Stetson com.	75	..
J. B. Stetson pf.	115	..
Journeay & Burnham com.	5	..
Journeay & Burnham pf.	25	..
Kentucky Distilleries com.	15	17
Kentucky Distilleries pf.	53	57
Lanston Monotype.	90	95
Lorillard pf., ex-div.	115¾	117
Madison Square Garden stock.	..	5
Madison Square Garden 2d 6s.	25	35
Markeen Copper	8	10
Mergenthaler Linotype.	200	210
Michigan Pen. Car bonds.	106¼	107½
Mosler Safe Co. pf.	..	100

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
National Gramophone.	83	84
National Salt	40	45
National Salt pf.	78	78½
National Wall Paper deb. stock.	70	80
New England Transportation.	10¾	11¾
N. Y. Biscuit bonds, 6s.	111	115
N. Y. Electric Brake.	..	66
N. Y. Transportation.	24½	25½
N. Y. & N. J. Telephone.	180	190
Nicaragua Construction, new.	..	10
Old Dominion Steamship.	90	..
Otis Elevator	32½	36
Otis Elevator pf., ex div.	89	90
Penn. Salt Mfg.	100	..
Phil. & Wil. Steamboat.	132	140
Pittsburg, Bessemer & L. E.	22	25
Pratt & Whitney com.	4½	8
Pratt & Whitney pf.	40	50
Procter & Gamble.	370	380
Procter & Gamble pf.	190	200
Republic Iron & Steel.	15	15½
Republic Iron & Steel pf.	60¼	61
R. I. Perkins Horseshoe pf.	25	..
Royal Baking Powder, ex div.	98	98¾
Rubber Goods	26	27
Rubber Goods pf., ex div.	81½	82
Safety Car Heating & Light.	150	155
Simmons Hardware com.	140	145
Simmons Hardware pf.	125	130
Singer Mfg. Co.	490	510
Standard Coupler	..	39
Standard Oil	456	458
Susquehanna Coal 6s.	120	..
Swift & Co.	101¼	102
Swift & Co. 1st 6s.	108	110
Tennessee Copper.	20	20½
Texas & Pacific Coal.	62	66
Texas & Pacific Coal 1st.	107	..
Trenton Potteries com.	7	13
Trenton Potteries pf.	..	55
Trow Directory, new.	54	62
Union Steel & Chain.	27⅝	27⅞
Union Steel & Chain pf.	68	69
Union Switch & Signal	83	88
Union Switch & Signal pf.	120	123
United Shoe Machinery com.	35	37
United Shoe Machinery pf.	25	27½
Union Typewriter com	20	21½
Union Typewriter 1st pf.	113	116
Union Typewriter 2d pf.	117	120
United States Envelope 1st 6s.	111	112½
United States Glass.	33	35
United States Glass pf.	80	85
U. S. Pneumatic Horse Collar.	½	¾
United Verde Extension.	5	6
*Wahnita Copper	6¾	7¼
Westinghouse Air Brake.	440	450
Worthington Pump pf.	112	113

*Selling dollars per share. Par value $10.

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	67⅞	68¾
Baltimore 1st 5s	111	113
Bay State	2	2½
Buffalo (N. Y.) 1st, with int.	85	87
Buffalo (N. Y.) stock.	8¾	9¼
Central Union Gas bonds.	106½	107½
Chicago Consumers' 1st 5s.	108	109
Chi. Eq. Gas L. & F. 1st 5s.	103½	106
Chi. P. Gas & C. 1st 6s.	108	..
Chi. P. Gas & C. 2d 6s.	106	108
Chi. P. Gas & C. con 6s.	118	123
Chicago P. Gas refunding 5s.	104½	106½
Citizens' Gas (Detroit) bonds.	97	98
City Gas (Norfolk, Va.)	45	50
City Gas, (Norfolk, Va.) 1st 6s.	101	..
Consolidated Gas of Newark.	58	60
Consol. Gas of Newark bonds.	105	106
Consolidated Gas of N. J.	19	20
Consolidated Gas (N. J.) bonds.	84	88
Consumers' Gas (Jersey City).	90	94
Con. Gas (Jersey City) bonds.	108	110
Essex & Hudson Gas.	42½	44
Fort Wayne (Ind.) stock.	60	65
Fort Wayne (Ind.) 1st 6s.	76	79
Grand Rapids stock	103	105
Grand Rapids bonds.	103	105
Ind. Nat. & Ill.	59	62
Ind. Nat. & Ill. 1st 6s.	71	74
Indianapolis stock.	110	120
Indianapolis 1st 6s.	104½	106
Lafayette (Ind) stock.	60	65
Lafayette 1st 6s	80	84
Logansport & Wab. Val. stock.	48	52
Logansport & Wab. Val. 1st 6s.	67	70
Madison (Wis.) Gas.	68	67
Madison (Wis.) 1st 6s.	105	100
Mutual of New York	800	810
New Amsterdam	84	3½
New Amsterdam pf.	88½	89
New Amsterdam 1st 5s.	102½	103
New England Gas & Coke.	90¾	92
New England G. & C. bonds.	10½	6.4
N. Y. & E. R. Gas Co. 1st.	111	115
N. Y. & E. R. Gas Co. con.	109	112
N. Y. Suburban Gas Co. bonds.	102¼	103½
North Hudson L., H. & P. Co..	55	56
N. Hudson L., H. & P. Co. bds.	107	109
Ohio & Indiana stock.	48	52
Ohio & Indiana bonds.	67	70
St. Joseph (Mo.).	45	46
St. Joseph (Mo.) 5s.	93	95
St. Paul Gas stock.	50	52
St. Paul Gas bonds.	85	90
Standard Gas, New York.	112	..
Standard Gas, New York, pf.	135	138
Standard Gas, New York 1st.	116	118
Syracuse Gas stock.	16	19
Syracuse Gas 5s.	79	83
Western Gas Co., Milwaukee.	98	98½
West. Gas Co. bonds, Milw'kee.	108	110
Williamsburg 1st 6s.	101	103

Guaranteed Stocks.

	Bid.	Asked.
Atlanta & Charlotte.	127	..
Bald Eagle Valley.	200	..
Boston & Providence.	300	..
Cayuga & Susquehanna	200	..
Columbus & Xenia.	214	217
Delaware & Bound Brook.	175	185
Detroit, Hillsdale & S. W.	102	..
Erie & Pittsburg	155	165
Fort Wayne & Jackson pf.	138	..
Gold & Stock Tel. Co.	120	..
Grand River Valley.	113	..
Inter-Ocean Tel. Co.	120	..
Kansas City, St. L. & C. pf.	150	..
Kal., Allegan & G. Rapids.	145	..
Louisiana & Mo. R. pf.	175	..
Naugatuck	252	265
New York & Harlem.	380	..
N. Y., Lackawanna & Western.	133	135
Northwest Tel. Co.	115	..
Norwich & Worcester pf.	208	..
Old Colony, ex div.	202¼	..
Oswego & Syracuse.	209	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley.	182	..
Pitts., McK. & Yough.	140	..
Providence & Worcester.	275	..
Rome & Clinton.	125	..
Troy & Greenbush.	140	..
Utica & Black River.	175	..
Utica, Chen. & Sus. Valley.	150	154
Unit. N. J. R. R. & C. Co., ex d.	274	..
Valley of New York.	112	..

Outside Securities.

Continued from Page 1.

prices will reach a higher level and the general condition of the market improve. Several companies the stocks of which are traded in on the curb, declared dividends during the past week, and in this was found another cause of firmness. The question of dividends is gradually becoming a more important factor in the curb market than it has been heretofore, as many of the stocks that were most active during the last half year have not yet been or were only recently placed among dividend-paying stocks.

The most potent factor in the course of Amalgamated Copper during the past week was the probability that a dividend will soon be paid on this stock. It was reported that the first dividend on Amalgamated Copper will probably be a quarterly dividend of 2 per cent., and may be declared before the close of the present month. On this report Amalgamated sold up to par, but at that figure a good deal of stock appeared in the market, and there was a sharp reaction, which carried the stock back to 98. On Saturday the offerings of the stock became very light, and it recovered 1 point, closing on that day at 99 bid, a net gain of 2¾ points for the week. In all 10,000 shares or more of the stock changed hands during the six days' trading. The other copper stocks were irregular, and none of them made a net gain for the week.

Among the out-of-town traction stocks that advanced last week were United Traction of Providence and Worcester Traction common. The strength of the latter, which closed at 29 bid, a net gain of 4½ points, is due to the probability of a dividend being before long declared on that stock. Brokers said to be acting for insiders were the principal bidders for Worcester Traction. United Traction of Providence advanced from 94 to 97, and closed at 96¾ bid, a net gain of 2¾ points. The advance is attributed to excellent reports of the company's business, which shows a very large increase over last year. It is said that the company's earnings for the month of June were $30,000 in excess of the earnings for the same month of last year. For Columbus Street Railway stock 94 was bid without calling out any amount of stock.

Among the industrial stocks Rubber Goods, Otis Elevator, and Havana Commercial were strong at the close, and all ended the week with net gains. Early in the week Havana Commercial was offered down, and the common sold below 25 and the preferred at 65. These declines, however, were quickly followed by a reaction brought about by the report that the consolidation of the Henry Clay-Bock Company with the Havana Commercial Company, which had been under consideration for some time, had been completed. This consolidation puts the latter company in complete control of the Havana tobacco business.

Republic Iron and Steel common was under selling pressure and lost 2 points net for the week, closing at 15 bid. The transactions in the stock were very light. The preferred stock advanced fractionally, ending the week at 60¼ bid. Otis Elevator common gained 1½ points, closing at 32½ bid, and the preferred stock closed 1 point higher, at 89 bid. Rubber Goods preferred closed at 81½ bid, an advance of 2½ points. The common stock remained firm at about the previous Saturday's closing bid. The reports of Rubber Goods' earnings show a very satisfactory ratio of profit on the company's stock, and friends of the company are predicting much improvement in the price of both issues of stock.

Changes in the New Amsterdam Gas issues were fractional and irregular, the preferred stock advancing, and the common stock and the bonds showing net losses for the week. Both issues of Standard Gas stock showed improvement. At the end of the week 112 was bid for the common stock and 135 for the preferred.

Trust Company of America stock was actively traded in on the curb during the past week, and the price of the stock advanced from 263 to 275½, showing a net gain of 12½ points. The stock was said to be in very good demand, and on some days as much as 200 or 300 shares were traded in. Standard Oil was not very active, and it lost 2 points, closing at 456 bid.

National Salt preferred gained 3 points net, closing at 78 bid. On Friday a dividend of 1¾ per cent. was declared on this issue, and a statement issued to the effect that the common stock is earning more than 10 per cent. A dividend of 1½ per cent. was declared on International Pump preferred, which closed as on the previous Saturday at 66 bid.

Trusts and Money.

The organization of trusts and industrial combinations is causing a revolution in financial conditions which the bankers in the smaller cities are realizing fully as much as bankers in the large reserve cities. In practically all of the recent company promotions the capitalization has been sufficient to wipe out the floating indebtedness of the various companies combined, and to give the resultant corporation a good working capital. Independent plants in the smaller cities have been merged with concerns having their headquarters in the large reserve cities. The first effect from a financial standpoint has been the transfer of funds from the small cities to the big money centres. The piling up of funds has had a similar effect on money rates as the building up of a "visible supply" of grain is popularly supposed to have on grain prices. The outside banker has realized this reduction of deposits by reason of transfer of funds to New York, Boston, Philadelphia, and Chicago, and he is beginning to realize that his loaning facilities are not improved. The creation of a lot of local capitalists in the person of parties who have sold out manufacturing plants to newly formed trusts is simply one incident. The elimination of commercial paper from the market is another. The banker in an interior town who has been accustomed to carry the paper of a local manufacturing concern finds that the consolidation of this concern with others has cut off the supply. The consolidated company has been so financed that it is not in the market with its paper anywhere, and least of all anywhere outside reserve centres. The outside banker will find that his opportunities of doing business with the manufacturing concern are slim unless in loans to stockholders of the various companies, and this will require in addition to the care in selection of individuals some exact knowledge as to the value of securities. Local bankers figure that a continuance of the combination movement will temporarily at least eliminate commercial paper from the market. Just what will develop when the new condition of affairs becomes settled and the new corporations find need for additional capital for extension of business or carrying stocks of goods is something to be decided several years later.—Chicago Tribune.

Bank of Spain's Report.

MADRID, July 14.—The report of the Bank of Spain for the week ended yesterday shows the following: Gold in hand, no change; silver in hand, increase, 1,961,000 pesetas; notes in circulation, increase, 4,913,000 pesetas.

INACTIVE STOCKS—LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1899 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given:

Closing July 15. Bid.	Asked	STOCKS.	Amount Outstanding.	Last Dividend.	Range in 1899. Highest.		Lowest.		Last Sale.
195	..	**Albany & Susquehanna**	$3,500,000	July, 1899 3½	*206½	May 11	*206½	May 11	*206½ May 11, 1899
..	..	American Bank Note	.....	....	.....	.....	.....	.....	*43 Mar. 5, 1898
140	..	American Coal	1,500,000	Mar. 1, 1899 5	*140	Feb. 17	*130	Feb. 3	*140 Feb. 17, 1899
..	..	American District Telegraph	3,845,000	May 15, 1899 1	52½	Mar. 3	33	Jan. 3	38 July 1, 1899
..	..	American Linseed Company	13,000,000	....	10	June 21	8¾	June 20	10 June 21, 1899
43	44¾	American Linseed Co. pf	13,000,000	June 15, 1899 1¾	45¾	June 8	44¼	June 20	*44½ June 27, 1899
29	30	American Spirits Mfg. Co. pf	6,966,000	....	41½	Mar. 13	29	June 1	30 June 30, 1899
18	19	Ann Arbor	3,250,000	....	17½	Jan. 14	14	Apr. 29	*16 June 10, 1899
41	42	Ann Arbor pf	4,000,000	....	43½	May 23	36	May 8	41 July 6, 1899
..	..	At. & Charlotte Air Line	1,700,000	Mar. 6, 1899 3	..	.....	..	.....	*121 Nov. 28, 1898
..	..	**Beech Creek**	5,665,000	July, 1899 1	..	.....	..	.....	100 Oct. 31, 1898
106½	..	Boston Air Line pf	1,426,000	July, 1899 2	..	.....	..	.....	106¾ Oct. 19, 1898
..	..	B'lyn Wharf & W. pf., Series B	5,000,000	....	21	Feb. 15	21	Feb. 15	21 Feb. 15, 1899
32½	34½	Buff., Roch. & Pittsburg	6,000,000	....	35	Jan. 3	30¼	Mar. 25	35 June 6, 1899
100	..	Bur., Cedar Rap. & Northern	5,500,000	Feb. 1, 1899 4	110	Jan. 31	100	Jan. 17	*110 May 22, 1899
93	96	**Capital Traction**	12,000,000	July 1, 1899 75c	*92	May 26	85	Feb. 29	*92 May 26, 1899
..	..	Central Coal & Coke	1,500,000	....	.....	.....	.....	.....	20¾ Oct. 13, 1898
150	..	Chicago & Alton	18,764,000	Mar. 1, 1899 1¾	175½	Mar. 25	168	Jan. 11	171 April 5, 1899
..	..	Chicago & Alton pf	3,479,500	Mar. 1, 1899 1¾	*190	Feb. 10	*192	Jan. 30	*198½ Feb. 15, 1899
122½	125	Chicago & East. Ill. pf	5,830,700	July 1, 1899 1½	125	Mar. 2	112¾	Jan. 3	122½ July 6, 1899
..	..	Chicago Stock Yards	6,500,000	July 1, 1899 1	.....	.....	.....	.....	102½ May 22, 1897
..	..	Chicago Stock Yards pf	6,500,000	July 1, 1899 1½	.....	.....	.....	.....	120 June 4, 1898
8	11	Cleve., Lor. & Wheeling	8,000,000	....	16¾	Jan. 25	9	July 5	9 July 7, 1899
37¾	41	Cleve., Lor. & Wheeling pf	5,000,000	Oct., 1896 1¼	45	Apr. 26	37¼	June 23	37¼ June 23, 1899
184	..	Cleveland & Pittsburg	11,243,700	June 1, 1899 1¾	*188¼	June 28	184⅜	Mar. 6	*188¼ June 28, 1899
..	5	Col. Coal & Iron Dev. pf	500,000	....	8⅛	Apr. 21	2	Apr. 14	*6 May 10, 1899
105	108	Col. Fuel & Iron pf	2,000,000	Feb. 20, 1897 4	115	May 11	88	Jan. 6	100 June 26, 1899
..	..	Colorado Midland	3,420,200	....	8¾	Jan. 7	7	Feb. 6	*5 June 14, 1899
..	..	Col. & Hock. Coal & Iron pf	336,700	....	30	June 9	*10	Feb. 25	30 June 9, 1899
170	..	Commercial Cable	10,000,000	July 1, 1899 1¾	189	Jan. 26	189	Jan. 26	189 Jan. 26, 1899
50	56	Consolidation Coal	10,250,000	Feb., 1899 2	56	Mar. 23	52	Mar. 7	52½ May 1, 1899
105	125	**Des Moines & Ft. D.** pf	763,000	Aug., 1898 6	110	June 13	80	Jan. 3	110 June 20, 1899
..	..	Detroit City Gas	4,313,000	....	85	May 12	63	Jan. 4	85 May 12, 1899
2¼	4½	Dul., South Shore & Atlantic	12,000,000	....	5¾	Apr. 20	3	Apr. 14	4 June 26, 1899
380	..	**Eighth Avenue**	1,000,000	July, 1899 3¾	.....	.....	.....	.....	*362½ Oct. 3, 1898
..	..	Erie 2d pf	16,000,000	....	22¼	Jan. 30	16¼	May 8	*18¾ June 30, 1899
82	85	Evans. & Terre Haute pf	1,284,000	Apr. 15, 1899 2	85	June 13	70	Jan. 7	*80 July 7, 1899
30	32	**Flint & Pere Marquette**	3,298,200	....	32¼	May 15	17	Jan. 4	31 July 8, 1899
..	..	Fort Worth & Denver City	2,555,000	Mar. 15, 1898 2	25	Jan. 5	15	June 6	15 June 6, 1899
22	24	Fort Worth & Rio Grande	3,108,100	....	30	Mar. 28	14	Feb. 1	26¼ June 9, 1899
..	..	**Gold & Stock Tel**	5,000,000	July, 1899 1¼	.....	.....	.....	.....	*108¼ Dec. 14, 1897
..	..	Green Bay & Western	2,500,000	Feb. 15, 1899 1½	*30	Mar. 23	*30	Mar. 23	*30 Mar. 23, 1899
103	..	**H. B. Claflin** 1st pf	2,600,300	May 1, 1899 1¼	*101	June 6	*99½	Jan. 31	*101 June 6, 1899
103	..	H. B. Claflin 2d pf	2,570,600	May 1, 1899 1¼	*100	Feb. 28	*100	Feb. 28	*100 Feb. 28, 1899
..	..	Harlem	8,638,650	July 1, 1899 2	*390	Mar. 14	*360	Jan. 25	*390 Apr. 12, 1899
..	..	Hawaiian Sugar	10,000,000	....	120½	May 2	57½	Jan. 3	*105 May 20, 1899
12½	15	**International Silver**	10,000,000	....	35⅞	Feb. 4	10	May 6	15 July 6, 1899
10	14	**Kanawha & Michigan**	9,000,000	....	15	Mar. 22	7¾	Jan. 13	18 July 5, 1899
3½	5	Keokuk & Des Moines	26,000,000	....	5½	Feb. 1	3	May 9	3½ June 20, 1899
18	19	Keokuk & Des Moines pf	1,524,600	Apr. 15, 1899 ½	18	July 5	16	May 2	18 July 5, 1899
35	50	Keokuk & Western	4,500,000	Jan. 1, 1899 1	*32	Jan. 25	*30½	Jan. 16	*32 Jan. 25, 1899
74	75	Knickerbocker Ice (Chi.) pf	3,000,000	July 1, 1899 3	84	Feb. 17	72	June 24	74 July 7, 1899
95	100	**Laclede Gas** pf	2,500,000	June 15, 1899 2½	102½	May 18	95	Mar. 9	*100 July 8, 1899
200	210	Lake Shore & Michigan So	49,466,500	Jan. 28, 1899 3½	208	Jan. 24	196½	Jan. 5	201¾ June 30, 1899
10	22	**Manhattan Beach**	5,000,000	....	39	Apr. 25	5	Feb. 25	16 June 29, 1899
58	75	Maryland Coal pf	1,876,000	July 1, 1899 2½	60	Apr. 25	58	Apr. 24	60 Apr. 29, 1899
..	..	Mergenthaler Linotype	10,000,000	June 30, 1899 5	.....	.....	.....	.....	*152 May 31, 1899
..	..	Morris & Essex	15,000,000	July, 1899 3½	*185	June 1	176	Jan. 3	*185 June 1, 1899
..	..	**Nash., Chat. & St. L**	10,000,000	Nov. 1, 1898 1	.....	.....	.....	.....	*72½ Nov. 21, 1898
..	..	National Linseed Oil	1,000,000	....	9¼	Jan. 14	3½	June 9	8½ June 9, 1899
5	7½	National Starch Mfg	5,000,000	....	8⅞	May 3	4½	Mar. 17	*5½ May 9, 1899
45½	50½	National Starch 1st pf	3,000,000	May 1, 1898 2	50	Mar. 18	43	April 20	43 Apr. 20, 1899
15	23	Nat. Starch Mfg. 2d pf	2,500,000	Jan., 1896 6	23	Feb. 9	13	Mar. 17	*15 Apr. 4, 1899
37	39	New Central Coal	1,000,000	Apr. 3, 1899 2	42	Jan. 25	37¼	Apr. 24	*37 May 11, 1899
..	..	N. Y., Lack. & Western	10,000,000	July 1, 1899 1¼	133	June 7	129½	Jan. 27	133 June 7, 1899
..	..	New York Mutual Gas	3,500,000	July 10, 1899 3	.....	.....	.....	.....	*350 Nov. 16, 1897
68	75	N. Y., Chi. & St. Louis 1st pf	5,000,000	Mar., 1898 2	79	Jan. 23	65	Mar. 7	68 June 29, 1899
212	220	N. Y., N. H. & Hartford	52,308,000	June 30, 1899 2	222	Apr. 20	190	Jan. 19	*217½ July 1, 1899
..	..	New Jersey & New York Tel	5,000,000	July 15, 1899 1½	.....	.....	.....	.....	*124 Jan. 28, 1897
66	75	Norfolk & Southern	2,000,000	July 10, 1899 1	70½	June 2	70	May 15	70½ June 2, 1899
..	..	**Omaha & St. Louis**	621,900	....	*5	May 26	*5	May 26	*June 26, 1899
7½	9	Ontario Mining	15,000,000	Dec. 31, 1897 75c	10¾	Apr. 27	6	Mar. 23	8 June 2, 1899
84	90	**Pacific Coast** 1st pf	1,515,500	Apr. 17, 1899 2½	90	Feb. 20	84½	Apr. 18	*86 July 6, 1899
..	..	Panama	7,000,000	Jan. 3, 1896 2	.....	.....	.....	.....	*95 Sep. 22, 1897
..	..	Park Steel Co. pf	5,000,000	June 1, 1899 1¾	*110	June 26	*110	June 26	*110 June 26, 1899
375	..	Pennsylvania Coal	5,000,000	May 1, 1899 4	*375	June 17	*362	Feb. 16	*375 June 17, 1899
3	5	Peoria & Eastern	10,000,000	....	7	Jan. 10	4	May 27	4 June 19, 1899
..	..	P. Lorillard pf	2,000,000	July 1, 1899 2	121	Jan. 16	*117	May 16	*117 May 16, 1899
184	..	Pitts., Ft. W. & Chicago	19,714,200	July 1, 1899 1¾	*188¼	June 9	180	Jan. 10	*188¼ June 9, 1899
..	..	Pitts., McKeesport & Yough	4,000,000	July, 1899 3	*137	Mar. 3	*137	Mar. 3	*137 Mar. 3, 1899
2½	3	**Quicksilver**	5,708,700	....	4	Apr. 13	2¼	June 14	2¼ June 14, 1899
191	..	**Rens. & Saratoga**	10,000,000	July 1, 1899 4	*194	May 11	*187	Feb. 14	*193 June 28, 1899
33	38¾	Rio Grande Western	10,000,000	Sep. 30, 1898 2	43½	Feb. 3	25½	Jan. 4	*36 May 3, 1899
131	..	Rome, Watertown & Ogdens	10,000,000	May 15, 1899 1¼	130½	Jan. 26	123¾	Mar. 1	*131¼ June 5, 1899
4	5	**St. J. & Grand Island**	4,600,000	....	6	Jan. 9	3¾	June 24	3¾ June 24, 1899
102	104	St. Paul & Duluth pf	4,099,800	Mar. 1, 1899 3½	106	Jan. 23	98½	Jan. 5	103 July 1, 1899
173	190	St. Paul & Omaha pf	12,646,800	Feb. 20, 1899 3½	182	June 29	170	Jan. 16	182 June 29, 1899
60	61	Silver Bullion certificates	.....	....	65	Apr. 28	60	Apr. 21	60¾ June 29, 1899
200	..	Sixth Avenue	2,000,000	July 1, 1899 3½	*200	Mar. 2	*200	Mar. 2	*200 Mar. 10, 1899
14½	16	Stand. Dis. & Distributing Co	16,000,000	....	25½	Jan. 14	12½	June 2	15½ July 6, 1899
..	..	Standard Gas	5,000,000	June 30, 1899 1	..	.....	..	.....	*147 Jan. 22, 1898
..	..	Standard Gas pf	5,721,100	June 30, 1899 3	..	.....	..	.....	*144½ Jan. 24, 1898
..	..	Southern & Atlantic Tel	559,525	July, 1899 2½	..	.....	..	.....	100 Feb. 17, 1898
..	..	**Tenn. Coal & Iron** pf	1,000,000	July 15, 1893 1	145	Mar. 28	111	Jan. 4	*140 June 12, 1899
..	..	Texas Central	2,849,400	....	..	.....	..	.....	10 July 18, 1897
..	..	Texas Central pf	1,324,500	Jan. 16, 1899 4	..	.....	..	.....	*40½ Feb. 5, 1897
..	..	Texas Pacific Land Trust	10,370,000	....	15½	Jan. 17	11¼	June 19	12½ June 26, 1899
..	20	Toledo & Ohio Central	6,500,000	Nov. 15, 1893 1	25	Jan. 25	20	Jan. 21	20 Apr. 4, 1899
..	40	Toledo & Ohio Central pf	3,705,000	May 25, 1896 1¼	42	Mar. 22	35	Jan. 25	42 Apr. 3, 1899
..	..	**Union Ferry**	3,000,000	July 1, 1899 ½	..	.....	..	.....	64 July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July 10, 1899 2½	..	.....	..	.....	*215½ Mar. 15, 1897
..	..	Utica & Black River	2,223,000	June 1, 1899 3½	..	.....	..	.....	165 Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1899 3½	..	.....	..	.....	*174 Nov. 11, 1898
..	..	West Chicago Street	13,180,000	May 15, 1899 1½	..	.....	..	.....	94½ Dec. 27, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897 2	..	.....	..	.....	8 Apr. 15, 1898
..	..	Westinghouse Elec. & Mfg	8,813,006	....	..	.....	..	.....	*38 Sep. 23, 1898
..	..	Western Gas	4,000,000	Jan. 20, 1899 3	98¼	Jan. 24	93¼	Mar. 6	*98 Mar. 15, 1899
50	55	Wheeling & Lake Erie 1st pf	2,500,000	....	64	Jan. 30	50	June 29	52 June 30, 1899
..	..	Wisconsin Central 2d in. paid	8,907,900	....	8¼	June 27	8¼	June 27	8¼ June 27, 1899
..	..	Wisconsin Central pf., t. r	2,549,200	....	5	Mar. 15	1¾	May 26	3 June 14, 1899

*Sales of less than 100 shares. †Sale seller 30 days.

MONEY AND EXCHANGE.

Money on call during the week loaned at 3@7 per cent., closing on Saturday at 4 per cent.

Time money 3¼ per cent. for sixty days to four months, and 4@4½ per cent. for longer periods. Commercial paper rates, 3½@4 per cent. for sixty to ninety days' indorsements, 3¾@4½ per cent. for choice single names, and 4½@6½ per cent. for others.

The Bank of England lost £96,613 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 41.25, became 41.39 per cent. The rate of discount was advanced from 3 to 3½ per cent. The Bank of France gained 3,975,000f gold and lost 6,775,000f silver.

Foreign exchange market irregular. Posted rates were $4.85 for sixty days and $4.88½ for demand. Actual rates were $4.84 for sixty-day bills, $4.87⅝ for demand, $4.87⅛@4.88 for cable transfers, and $4.83½@$4.84½ for commercial.

In Continental, Paris francs were quoted at 5.20 for long and 5.17½ for short; reichsmarks at 94⅝ and 95⅛@95 9-16, and guilders at 39 15-16 and 40 1-16@40⅛.

New York exchange was quoted as follows: Chicago—20c discount. Boston—10@5c discount. San Francisco—Sight, 17½@ premium; telegraphic, 10c premium. New Orleans—Commercial, $1.25 discount; bank, 50c premium. Savannah—Buying, 1-16c discount; selling, 75c per $1,000 premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par@⅛c discount; over counter, 50c premium. St. Louis—15c discount.

REDMOND, KERR & CO.,

BANKERS, 41 WALL STREET, N. Y.
MEMBERS NEW YORK STOCK EXCHANGE.

Transact a general banking business. Receive deposits subject to draft. Dividends and interest collected and remitted. Act as Fiscal Agent for and negotiate and issue loans of railroads, street railways, gas companies, etc. Securities bought and sold on commission.

DEAL IN
HIGH-GRADE INVESTMENT SECURITIES.

Lists of current offerings sent on application.
Philadelphia Correspondents, GRAHAM, KERR & CO.

Spencer Trask & Co.,

BANKERS.

Bonds and Stocks Bought and Sold on Commission
DEALERS IN
Investment Securities.
27 AND 29 PINE ST., NEW YORK.
State and James Sts., Albany.

BOODY, McLELLAN & CO.,

BANKERS.
MEMBERS OF THE NEW YORK STOCK EXCHANGE.
INVESTMENT SECURITIES.
Cable Address, "Goskite." 57 BROADWAY, NEW YORK.
ALLOW INTEREST ON DEPOSITS SUBJECT TO CHECK.

The Mercantile Trust Co.

NO. 120 BROADWAY.

Capital and Surplus, $5,000,000

Interest allowed upon Deposits.

OFFICERS:
LOUIS FITZGERALD, President.
JOHN T. TERRY, HENRY C. DEMING, } Vice Presidents.
GEO. H. SQUIRE, Treasurer.
ERNEST R. ADEE, Secretary.
J. D. OSTRANDER, Assistant Secretary.
WM C. POILLON, Assistant Treasurer.

DIRECTORS:

Louis Fitzgerald,	Chauncey M. Depew,
John Jacob Astor,	Clement A. Griscom,
Marcellus Hartley,	Jann T. Terry,
Eugene Delano,	George J. Gould,
J. Roosevelt Roosevelt	A. J. Cassatt,
Henry G. Marquand,	Thomas T. Eckert,
C. C. Cuyler,	James McCreery,
George L. Rives,	Rudulph Ellis,
John E. Searles,	Henry M. Alexander,
Edward D. Adams,	James H. Hyde,
J. Hampden Robb,	Charles H. Godfrey,
James W. Alexander,	John W. Hunter,
William H. Slocum,	James Stokes,
George Coppell,	Sidney Dillon Ripley,
John J. McCook,	Henry C. Deming,
Oliver Amea,	L. C. Weir,
	Henry B. Ely.

THE STATE TRUST CO.

100 BROADWAY.

Capital and Surplus, $1,800,000

Acts as Trustee, Registrar, Transfer and Fiscal Agent of Corporations, and as Executor, Administrator, Trustee, Guardian, and Committee of Estates. Legal Depository for Court and Trust Funds. Takes full charge of Real and Personal Estates. Interest allowed on deposits.

WALTER S. JOHNSTON, President.
WILLIAM A. NASH, HENRY H. COOK, } Vice Presidents.
H. M. FRANCIS, Secretary & Treasurer.
H. B. BERRY, Trust Officer.

TRUSTEES.

Henry H. Cook	George Foster Peabody,
Edward H. Clark	Forrest H. Parker,
Joel B. Erhardt,	Willis S. Paine,
Joseph N. Hallock,	Thomas F. Ryan,
Walter S. Johnston,	Elihu Root,
Andrew Mills,	R. A. C. Smith,
Edwin A. McAlpin,	H. H. Vreeland,
Thomas A. McIntyre,	William C. Whitney,
Anson G. McCook	William A. Wheelock
William A. Nash.	P. A. B. Widener.

CITY TRUST CO

OF NEW YORK.
36 WALL STREET.

OFFICERS:
JAMES ROSS CURRAN, President.
JOHN D. CRIMMINS, Vice-President.
GEORGE R. SHELDON, 2d Vice-Pres't.
ARTHUR TERRY, Assistant Secretary.
WALTER W. LEE, 2d Asst. Secretary.

STATEMENT JUNE 30TH, 1899.

RESOURCES.

N. Y. City Bonds	$1,421,842 91
Other Bonds and Securities	184,215 00
Bond and Mortgage	20,000 00
Loans on Collaterals	8,876,421 57
Bills Purchased	160,920 00
Cash in Vault and Banks	1,922,415 42
Furniture and Fixtures	12,210 48
Interest, Commissions, etc., Receivable	41,891 05
	$12,639,916 43

LIABILITIES.

Capital	$1,000,000 00
Surplus	1,000,000 00
Undivided Profits	41,029 75
Deposits:	
General $10,471,744 17	
In Trust 87,922 00	
	10,559,666 17
Interest, Taxes, etc., Payable	39,220 51
	$12,639,916 43

Began business March 1, 1899

Securities
Syracuse Rap. Trans. Ry.
Rochester Railway.
Buffalo Railway.
Globe Street Railway.
Milwaukee Elec. Ry. & Light Co.
Denver Union Water Co.
SAMUEL H. BARROWS, 38 Broad St., Dealer in Municipal, Railroad, Traction, and Gas Securities. Telephone, 2825 Broad.

George Barclay Moffat. Alexander M. White, Jr.
Moffat & White,
BANKERS,
Members N. Y. Stock Exchange,
NO. 1 NASSAU STREET.

International Banking & Trust Co.

149 BROADWAY, NEW YORK.

Capital paid in . . . $1,000,000
Surplus 500,000
Entire Capital Invested in New York City 3½ Per Cent. Bonds.

Transacts a General Banking Business.

Corporation, commercial, and private accounts, subject to check and payable through Clearing House, accepted and interest paid on their daily balances.
Commercial and other paper discounted or purchased and loans made on Corporate Securities, Foreign Exchange, Warehouse Receipts, Bills of Lading, Life Insurance Policies, and Real Estate. Exchanges bought and sold and Circular and Commercial Letters of Credit issued.

Transacts a General Trust Business.

Acts as Trustee, Registrar, Transfer, and Fiscal Agent for States, Municipalities, and Corporations, and as Administrator, Executor, Guardian, Curator, Trustee Receiver, and Assignee. Also acts as Trustee under mortgages, debentures, trust deeds, &c.
Undertakes the organization, consolidation, and reorganization of corporations.
Undertakes the collection of rents, interests, dividends, coupons, mortgages, debentures, and bonds; and takes entire charge of real and personal estates.

OFFICERS:
STEWART BROWNE, President.
JOSEPH T. LOW, W. H. CHESEBROUGH, } Vice Presidents.
JOHN B. DUER, T. H. FROEHLICH, } Secretaries.
M. F. WALSH, Assistant Secretary.

DIRECTORS:

Frank Rockefeller,	Oakleigh Thorne,
George Crocker,	Percival Knauth,
Robert A. Chesebrough,	Edward W. Scott,
H. B. Hollins,	Maxwell Woodhull,
Charles R. Flint,	John McAnerney,
Stewart Browne,	Andrew Hamilton,
Edward E. McCall,	R. Lancaster Williams,
Alfred S. Heidelbach,	R. L. Edwards,
E. F. C. Young,	F. R. Coudert, Jr.,
Joseph T. Low,	W. Howard Gilder,
Frederic R. Coudert,	J. W. Middendorf,
W. H. Llewellyn,	John Hone,
Alfred M. Hoyt,	E. C. Potter,
Benjamin F. Tracy,	Ernst Thalmann,
John K. Cowen,	W. H. Chesebrough,
J. G. Jenkins,	Alfred R. Pick,
Sidney F. Tyler,	Marshall S. Brinkerhoff,
Clarence B. Davison,	George W. Elkins,
Turner A. Beall,	Elias A. de Lima,
John D. Wing,	Bernard Baruch,
Theo. H. Price,	Leonard Lewisohn.

The National Newark Banking Co.

NEWARK, N. J., June 30, 1899.

Loans and discounts	$2,497,177.27
U. S. bonds	200,000.00
Stocks, securities, etc.	83,100.00
Cash and exchange	764,707.14
Banking house	60,000.00
Other real estate	8,300.00
	$3,613,284.41
Capital stock	$500,000.00
Surplus and profits	478,479.08
Circulation	177,900.00
Deposits	1,988,539.71
Due banks	468,365.62
	$3,613,284.41

CHAS. G. ROCKWOOD, President.
E. S. CAMPBELL, Vice-Prest.
H. W. TUNIS, Cashier.

THE AUDIT COMPANY

OF NEW YORK.
Equitable Building,
120 BROADWAY.

Makes examinations of National, State, and Savings Banks, Trust Companies, and other financial institutions. These examinations are made at irregular intervals if desired.

VERMILYE & CO.,

BANKERS,
NASSAU AND PINE STREETS, NEW YORK CITY.
27 STATE STREET, BOSTON.
Dealers in U. S. Government Bonds and other Investment Securities
Deposits Received and Interest Allowed on Balances.

Bonds of Incorporated Companies.

Based upon MUNICIPAL FRANCHISES Equitable and Strong in their terms and of Long Duration.

We own and offer the following Corporation Bonds, secured by mortgage on properties operating under favorable Municipal Franchises, at prices yielding investor **an interest return of about 4 1-2 per cent.:**

$500,000 Central Union Telephone Co. Consolidated Gold 5s, Due 1919-1909.

This Company serves the State of Illinois, Indiana, and Ohio, with the exception of a few of the larger cities, and is the largest sub-company of the American Bell Telephone Co., and is under its direct supervision, insuring careful and progressive management. The stock of the American Bell Telephone Co. is quoted at about 340, or **240 ABOVE PAR.** Net earnings for 1898 were $462,896, with interest charge of $156,000. The business of the company is increasing rapidly, as shown by increase of about 9,000 subscribers in 1898 over the year 1897.

200,000 Edison Electric Co. of New Orleans, La., 1st Gold 5s, Due 1929

Escrow Bonds for Delivery about Aug. 1st.

The Edison Electric Company of New Orleans controls the entire electric lighting business of the city, serving a population of over 250,000. The plant of the Company is thoroughly equipped, and equal to the present and future needs of the city, and one of the best of its kind in the country. The franchise rights of the Company are liberal in their nature and claimed to be perpetual. THE NET EARNINGS OF THE COMPANY ARE EQUAL TO NEARLY THREE TIMES THE INTEREST CHARGES ON ITS BONDS.

100,000 Missouri Edison Electric Co. Gold 5s, Due 1927.

This Company does about 75 per cent. of the entire electric lighting and power business in the CITY OF ST. LOUIS, and has net earnings largely in excess of its bond interest requirements. The franchise rights of the Company are favorable, and unlimited as to time. The property and plant have been examined by Samuel Insull, President of the Chicago Edison Company, who reports favorably upon the security.

100,000 Cincinnati Edison Electric Co. 1st Gold 5s, Due 1917.

The Cincinnati Edison Electric Company was formed in 1890 and acquired the interest of the Edison General Electric Company. Later it acquired the plant and property of the Queen City Electric Light Company. The proceeds of the $1,100,000 outstanding bonds have been applied to the refunding of the bonded debt and to the building of the new station. *The Company has liberal franchises for overhead wires and has a franchise, confirmed in the local courts, giving it perpetual rights for underground conduits.* The Company's wires as now laid are practically all underground.

100,000 Terre Haute (Ind.) Water Works Co. 1st Gold 4½s, Due 1919-1909.

The Terre Haute Water Works Company has been in successful operation for twenty-five years, and has a clean financial record covering that period. The Company operates under a FAVORABLE FIFTY-YEAR FRANCHISE dated March 31, 1871, and its earnings have shown a steady and constant increase.

50,000 Metropolitan Street Railway Consl. Gold 5s, Due 1910.

This Company controls practically the entire street railway traffic of KANSAS CITY, Mo., Kansas City, Kan., and suburbs—operating a gross single mileage of 138.3 miles, and serving a total population of about 250,000. The franchise of the Company extends until 1925, or fifteen years beyond the maturity of these bonds. This system has been successfully operated by the present management for the past twelve years, and has paid dividends on the capital stock every year, but one, since its incorporation.

Circulars giving complete data and exact prices for the different issues, on application.

N. W. HARRIS & CO., Bankers.

NEW YORK, CHICAGO, BOSTON.
31 Nassau St., (Bank of Commerce Bldg.) New York.

FOURTH STREET NATIONAL BANK

OF PHILADELPHIA.

Capital, . . $1,500,000
Surplus . . 1,400,000
Deposits . 25,000,000

WALTER C. TAYLOR, CORTLANDT E. TAYLOR.
Member of N. Y. Stock Exchange.
Walter C. Taylor & Co.,
Stocks,
Bonds and Investments,
5 and 7 Wall Street.
Telephone 3280 Cortlandt.

Jacob Rubino,

2 BROAD ST., Drexel Bldg., NEW YORK
BROKER AND DEALER IN
Railway Bonds, Guaranteed Stocks, and Other Investment Securities
That do NOT NEED REORGANIZATION

HATCH & FOOTE,

BANKERS,
No. 3 Nassau and 18 Wall St., N.Y.
ESTABLISHED 1867.
MEMBERS N. Y. STOCK EXCHANGE.

A. A. HOUSMAN & CO.,

Bankers and Brokers,
20 BROAD STREET,
NEW YORK.

HAVEN & STOUT

1 Nassau Street, Cor. Wall St.
Members of { New York Stock Exchange, New York Cotton Exchange, Chicago Board of Trade.
Orders executed on the above Exchanges in
BONDS, STOCKS, COTTON AND GRAIN.

JAMES P. GEDDES,

Unlisted Stocks and Bonds,
INVESTMENT SECURITIES.
MILLS BUILDING.
Telephone, 1875 Cortlandt. Broad Street, NEW YORK.

William T. Floyd, Frederic P. Moore.
Member N. Y. Stock Exchange.
FLOYD & MOORE
Bankers and Brokers,
71 BROADWAY.

Worrall & Hurlbutt

Members of New York Stock Exchange
DEALERS IN
Stocks, Bonds, Investment Securities.
NO. 1 NASSAU STREET, NEW YORK.